

## **IV. SPECIAL PLAN ELEMENTS**

### **OVERVIEW**

The scope of planning for the RSA extends beyond the creation of and agreement on land use categories contained in Section III. There are Special Plan Elements, found throughout the rural area, which are in many of the different land use categories. These special elements need specific analysis and policy recommendations. This analysis will allow techniques that are tailored to special, specific objectives to be applied and for there to be a greater level of protection than the broad land uses categories described in Section III can provide.

This chapter of the plan presents discussion and recommendations on rural planning issues ranging from transportation to environmental concerns. Each of these Special Plan Elements address future actions which are needed to ensure proper preservation of the character of rural Fayette County.



## **A. ENVIRONMENTALLY SENSITIVE AREAS (ESA)**

### **Rural Environmental Concerns**

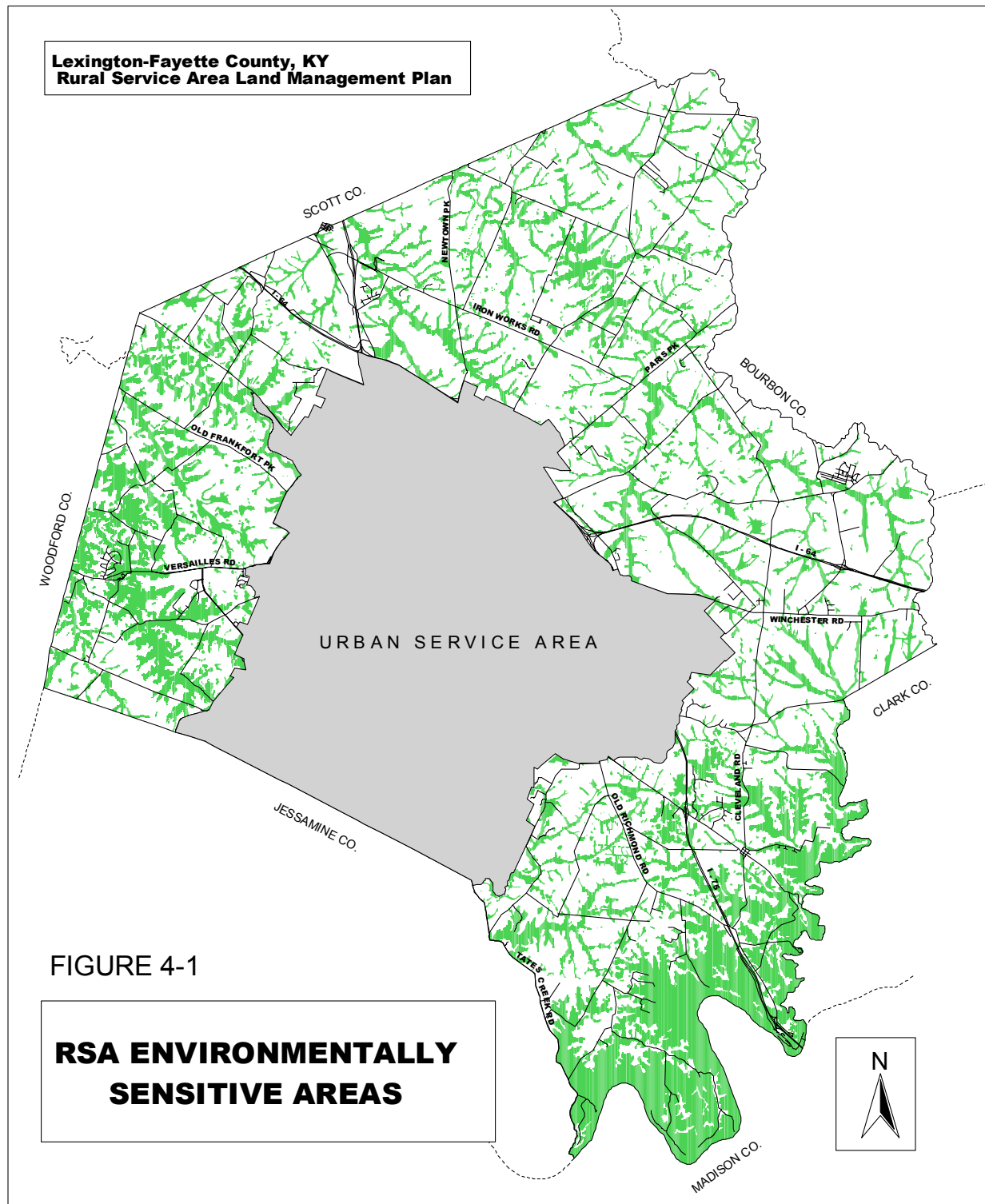
The Land Capability Analysis defined the boundaries of an extensive inventory of environmentally sensitive areas within the Rural Service Area. The Environmentally Sensitive Areas (ESAs) are primarily stream corridors, karst areas (sinkholes), steep slope areas including the palisades of the Kentucky River, areas of poor soils, wetlands, mature tree stands, and similar areas. There is also a special concern area associated with the recharge areas of the Royal Spring Aquifer, which provides drinking water to the community of Georgetown in adjacent Scott County. There are a variety of ordinances and regulations currently in place or in the development stage to address most of these concerns. They are further discussed in Chapter V of this Plan. The total land area in this category is 38,261 acres, or just under 30% of the entire RSA.



Protection, preservation, and proper management of the environmentally sensitive areas are critical for the quality of life not only in the rural areas of the county, but our urban areas and the region as well.

For example, protection of the quality of water in the Rural Service Area is essential to the agricultural economy, to the drinking water supplies of the region, and also for the protection of plant and animal habitat areas. These resources provide basic water requirements for agricultural operations, and are of particular importance to equine and other livestock operations. The phosphoric magnesium limestone which underlies the region is high in calcium phosphate and carbonate and is soluble in water. These minerals in the water have been cited as one of the reasons for the region's success in the raising of thoroughbred horses.

In the past, planning and regulatory efforts have understandably focused on environmental issues in conjunction with development, primarily within the Urban Service Area. Quite often, the special concerns with ESAs are relatively overlooked in the rural area (in comparison to urban areas) due to low population density and lack of threat of development. However, the proper protection and enhancement of these areas is critical to the overall health of the local and regional environment. The process of the development of the rural land management plan has brought forth the need to address issues related to environmentally sensitive areas in the RSA, and to develop programs designed to better protect and manage these resources. The best approach is to address these areas in the context of their general land category rather than create a separate land use category. Thus, the ESA category is superimposed upon the basic rural plan land categories. The policy aim of this designation is to provide a context for better protection, management, and enhancement of these areas. Figure 4-1 shows the location of the Land Capability Study ESAs in the Rural Service Area.





The most basic environmental concern centers on the drainage corridors in the Rural Service Area. Drainage corridors are often linked with other environmentally sensitive lands such as steep slope areas, tree areas, and wildlife habitat areas. Current regulations recognize and regulate the drainage corridors from the standpoint of flood protection measures. Homes and agricultural buildings are prohibited within designated floodplains; however, insensitive filling in floodplains to elevate structures can occur, with the potential for adverse effects. In the near future, new programs associated with federal requirements will necessitate new approaches designed to protect and enhance the quality of water resources. The scope of programs associated with these stream corridors should be expanded to recognize the need to preserve and protect these areas for all of their associated benefits. Protection of many of these areas can be accomplished through programs designed to link the urban and rural areas by allowing public access to scenic resources for passive recreation such as hiking and bike trails, wildlife programs, botanical areas, environmental education, and similar uses. These can and should be accomplished, wherever possible, without creating interference with agricultural activities.

Of course, the simplest and most effective protection measures for these areas lie in the proposals to increase the minimum lot sizes for the CARL and NAT categories. This will remove to a large degree the pressures to the ESAs associated with development of roads and the siting of housing.



## **Royal Springs Aquifer**

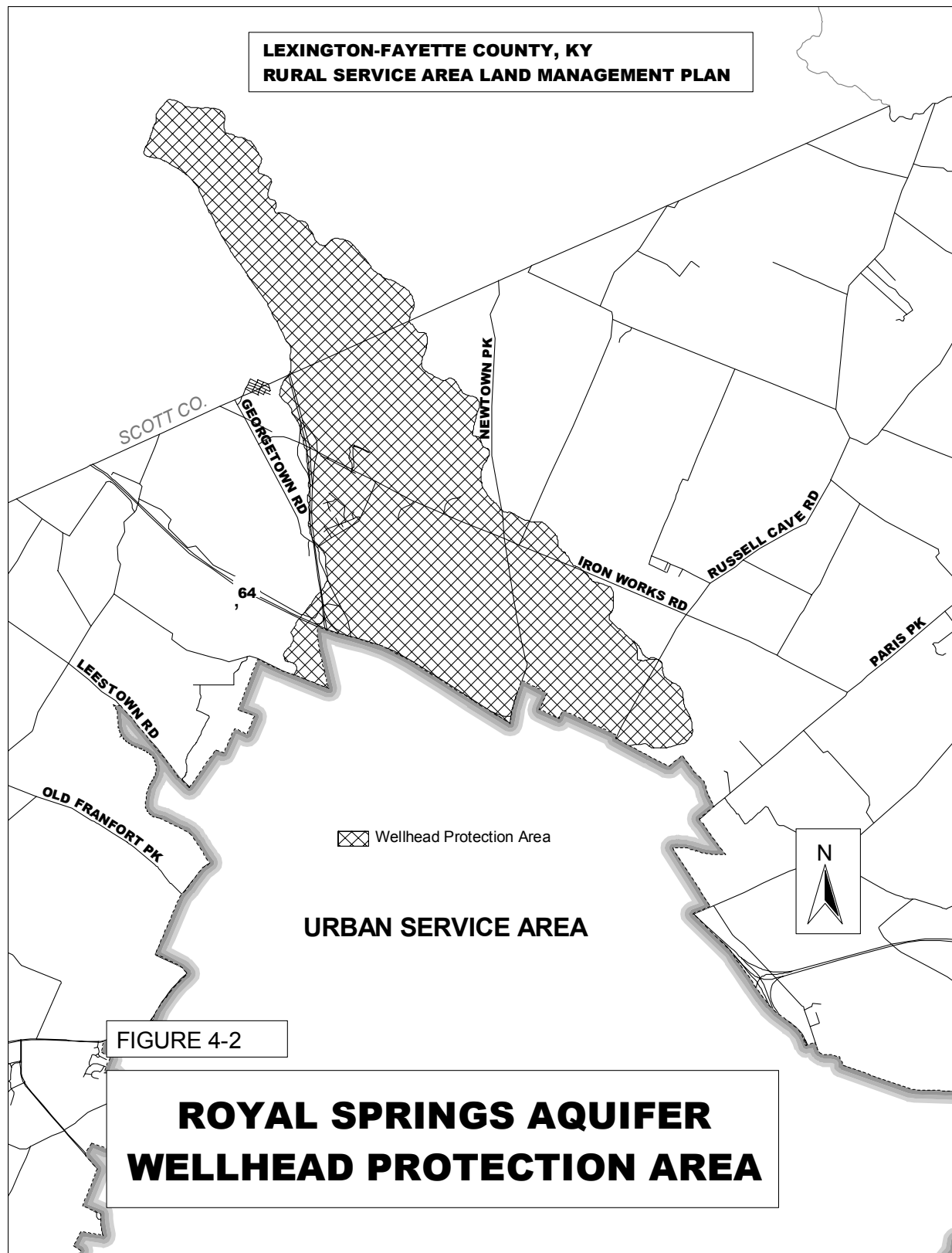
The Royal Spring Aquifer is an environmentally sensitive area in northern Fayette County and southern Scott County that is of particular concern. Unlike Lexington, which derives its water from the Kentucky River, Georgetown derives its drinking water from the Royal Spring. Since 80% of the aquifer for that spring is located in Fayette County, rainwater that infiltrates the ground in Fayette County becomes the source of drinking water in Scott County. This is the largest spring-fed public water supply in the state, providing water to over 7,000 customers.

The Royal Spring Aquifer is particularly susceptible to pollution because it is located in an irregular limestone region with sinkholes, underground streams, and caverns. The sinkholes, streams and caverns allow pollutants to easily enter the water system. Within matter of hours, groundwater, and pollutants, can travel from Lexington to Georgetown. In order to ensure that the water supply in Georgetown remains viable, Lexington-Fayette County must take particular care to ensure that pollutants do not enter this system.

A committee that includes representatives from the Kentucky Division of Groundwater, Lexington-Fayette County, the city of Georgetown and Scott County has been working since 1996 to develop a wellhead protection plan. The 1986 amendment to the Safe Drinking Water Act requires states to adopt a Wellhead Protection Program to prevent contamination of water supply wells and springs. This inter-governmental plan will fulfill that requirement. The purpose of the plan is to determine appropriate protection practices within the aquifer of the Royal Spring. This committee intends to develop guidelines that can be incorporated into the planning programs of each local government. Some of the land use strategies that have been identified are:

- Identification all of the known existing and potential point and non-point sources of groundwater degradation
- Development of a mapped area of concern
- Development of a resource assessment method to be used in determining the amount and kind of development that may occur in the aquifer area
- Development of a comprehensive land use management policy for the aquifer recharge area
- Propose limits on land uses that might have an adverse impact on the water quality in the aquifer
- Limit the development of land that might have an adverse impact on the withdrawal of water from the Royal Spring
- Propose limits on land uses that might have an adverse impact on water quality or recharge capabilities in the aquifer protection area
- Designation of specific areas in the aquifer recharge area that are suitable and appropriate for public acquisition
- Development of a means for each local government to implement this management plan for the aquifer





Approximately 4,200 acres of the aquifer recharge area are located in the Rural Service Area, in prime agricultural land, where horse and cattle farms are the predominate agricultural use. Within this area the major concerns will be contamination from animal waste, particularly from stockpiling areas, and from septic tanks for residential uses. The proposed increase in the minimum lot size from 10 acres to 40 acres would have a direct and positive impact on preventing the contamination of the aquifer, since there would be fewer potential septic tanks. Development of best management practices and a corresponding education program may be needed to address animal waste.

Within the Rural Service Area there are several conditional uses that may have an adverse impact on the Royal Spring Aquifer. The impact on the aquifer should be carefully assessed whenever the Board of Adjustment considers these conditional uses and if approved, appropriate conditions should be imposed.

*The following specific programs are recommended for the ESA category:*

- 1. The existence of ESAs on properties should be a priority consideration as a part of a PDR purchase program.*
- 2. A local conservation easement program should be established for natural drainage systems, steep slope areas, and large tree stands. As these areas are not conducive to agricultural activities, incentives (including tax incentives) should be provided with the intent to preserve and protect these areas in order to enhance water quality, preserve wildlife areas, and become a part of a rural greenways program.*
- 3. A rural greenways program should be established (see Section IV-E of this report) to both protect ESAs and to provide opportunities for managed use of such areas for passive recreational, environmental education, and eco-tourism uses.*
- 4. Riparian areas should be the focus of efforts to create rural greenways. Where possible, without creating interference with agricultural operations, these areas should be left in their natural state, or enhanced with eco-sensitive riparian plantings to improve water quality and create additional habitat areas.*
- 5. Where possible, bike and hiking trails should be planned. Staging areas should be established in order to both organize and maximize public utilization of the greenways systems. Acquisition of sites for these purposes should be considered.*
- 6. Education programs, and where necessary, regulations on uses, within the Royal Springs Aquifer recharge area should be developed.*
- 7. Buffer zones and building setbacks should be developed to protect riparian areas within the RSA. Floodplain areas should be left in their natural states except where necessary to alleviate flooding conditions.*
- 8. Riparian buffer areas should be created adjacent to streams to improve water quality and protect stream areas from improper encroachment. Incentive programs, including possible tax incentives, should be created to encourage landowners to participate in the establishment of the buffer zones.*

9. *Habitat areas for flora and fauna, particularly endangered species habitat areas, should be afforded special protection measures.*
10. *As these systems are developed, their potential for use for purposes of educational programs and the rising eco-tourism industry should be recognized. Programs should be created to make the community aware of these resources and how they can be utilized to enhance the quality of life of both rural and urban residents of Fayette County.*
11. *Purchase of land, in fee, for trails, parks, etc, should be used to provide appropriate buffer areas to protect environmentally sensitive lands.*
12. *When subdivision of land in the rural area is proposed, the review process should include an assessment of the impact on the environmentally sensitive land within and adjoining the development.*
13. *Environmental monitoring of ESAs, particularly the Royal Spring Aquifer, should be conducted on an on-going basis. If indicated through the monitoring, additional regulation of uses should be proposed. For instance, if contaminants are found, the source should be identified and regulated.*

## **B. RURAL ROADWAYS**

### **Overview**

The rural road network provides the framework for land use in the RSA. The network serves the needs of the agricultural economy and links its residents to urban areas and adjoining counties. The narrow roadways with numerous small hills and curves are adequate for the slow moving agricultural vehicles that are often found in the rural area. Conflicts arise when non-agricultural traffic fails to respect the farmer's needs.

The rural roadways form the "window" through which the RSA is viewed and appreciated as a landscape. Proper planning for the RSA must take into account both the need for traffic management and viewshed management to protect and enhance the basic rural character of the rural road network. The primary objective should be to manage growth in the rural area so that only minimal road improvement is needed.

### **Traffic Management**

Traffic, in particular, roadway capacity, is clearly a significant factor to take into account as part of the Rural Service Area Land Management Plan. To a large degree, the rural character of Fayette County is dependent upon low volumes of traffic on the rural roadways. High traffic volumes can lead to safety concern which, in turn, can result in the public need or desire to improve roadways, oftentimes with a corresponding loss of scenic character.

The Siemon, Larsen & Marsh Tentative Draft Rural Landscape Management Plan (October 1996) expressed this concern in great detail, and advocated a travel shed analysis approach as an adjunct to approval of most types of rural development. However, that plan did not attempt to quantify the capacity of the rural roadways of Fayette County. Rather, it was assumed that traffic impact would be analyzed as a part of the development review process. The staff felt that it was preferable to attempt to develop this information as a part of the *planning* phase of the rural plan rather than at the *regulatory* phase. In that way, the limitations of the rural road network can be taken into account in determining the appropriate levels of on-site development in the rural service area. If additional traffic limitations are needed at the regulatory implementation phase, base data will exist to guide decision-making on the specific development proposal.

The Transportation Planning Section developed rural road capacity principles utilizing recognized sources for determining roadway capacity. Factors influencing the capacity included such features as terrain, percent of no passing zones, percent of truck traffic, peak volumes, design speed, lane and shoulder width, and other factors. Field measurements and observations were utilized as a part of the process. Due to time limitations, this analysis was targeted to the areas of the county where the information would be most beneficial to policy decisions. That information was presented in the Rural Service Area Land Management Report #2 (Division of Planning, February 1998).



As a part of this plan, the information was completed for the remainder of the rural roads in Fayette County. This information is presented in tabular form as Figure 4-3, referenced to the series of maps which comprise Figure 4-4(A through D). The roadways were divided into segments for which travel sheds were defined and the estimated roadway capacity was determined for varying levels of service. Figure 4-5 provides an explanation of the varying levels of services as applicable to two lane roadways.



The Kentucky Transportation Cabinet Six-Year Transportation Plan was reviewed to identify currently approved projects within the Rural Service Area. The listing of such projects appears as Figure 4-6.

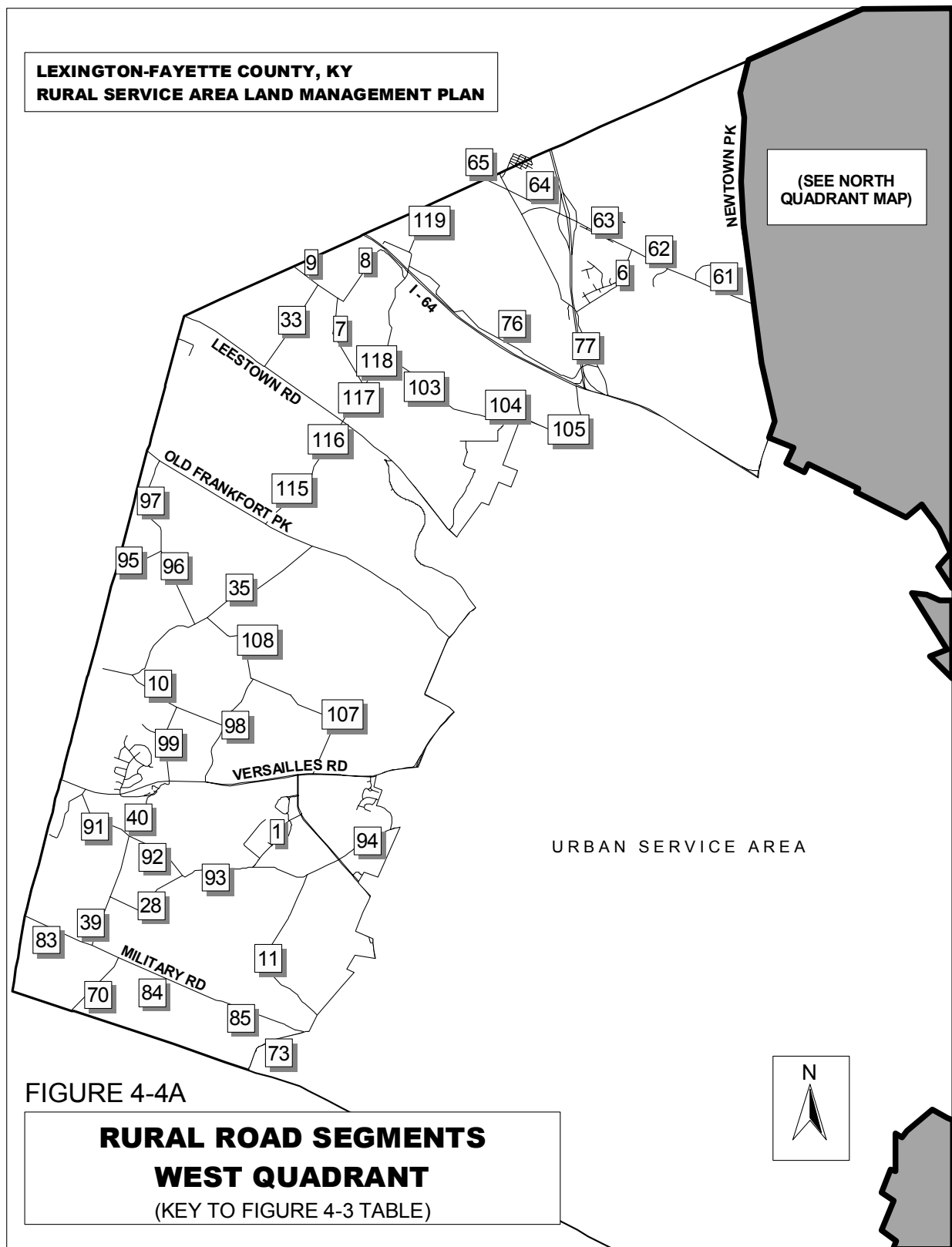


| MAP # | RURAL ROAD SEGMENT     | FROM                   | TO                     | Current Peak Hour Volume | 1999 LOS | Maximum hourly volume at each Level-of-Service |     |     |     |      |
|-------|------------------------|------------------------|------------------------|--------------------------|----------|--|-----|-----|-----|------|
|       |                        |                        |                        |                          |          | A  | B   | C   | D   | E    |
| 1     | AIRPORT RD.            | MAN O' WAR BLVD        | PARKERS MILL RD.       | 180                      | B        | 76   | 248 | 438 | 762 | 1561 |
| 2     | ATHENS-WALNUT HILL RD. | OLD RICHMOND RD.       | I-75 UNDERPASS         | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 3     | ATHENS-WALNUT HILL RD. | I-75 UNDERPASS         | ATHENS-BOONESBORO RD.  | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 4     | AVON-CLINTONVILLE PK.  | HALEY RD.              | US ARMY DEPOT ENTRANCE | 254                      | C        | 76   | 248 | 438 | 762 | 1561 |
| 5     | AVON-CLINTONVILLE PK.  | US ARMY DEPOT ENTRANCE | BOURBON COUNTY LINE    | 132                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 6     | BEREA RD.              | GEORGETOWN RD.         | IRONWORKS RD.          | 174                      | B        | 76   | 248 | 438 | 762 | 1561 |
| 7     | BETHEL LN.             | YARNALLTON RD.         | BETHEL RD.             | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 8     | BETHEL LN.             | BETHEL RD.             | YARNALLTON RD.         | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 9     | BETHEL RD.             | SCOTT COUNTY LINE      | BETHEL LN.             | 50                       | B        | 36   | 157 | 337 | 518 | 1084 |
| 10    | BOSWORTH LN.           | RICE RD.               | WOODFORD COUNTY LINE   | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 11    | BOWMAN MILL RD.        | PARKERS MILL RD.       | KEENE RD.              | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 12    | BRIAR HILL RD.         | BRYAN STATION RD.      | ROYSTER RD.            | 86                       | B        | 64   | 207 | 367 | 638 | 1309 |
| 13    | BRIAR HILL RD.         | ROYSTER RD.            | MUIR STATION RD.       | 53                       | A        | 64   | 207 | 367 | 638 | 1309 |
| 14    | BRIAR HILL RD.         | MUIR STATION RD.       | WARE RD.               | 88                       | B        | 64   | 207 | 367 | 638 | 1309 |
| 15    | BRIAR HILL RD.         | WARE RD.               | HALEY RD.              | 122                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 16    | CARRICK RD.            | RUSSELL CAVE RD.       | SCOTT COUNTY LINE      | 26                       | A        | 36   | 157 | 337 | 518 | 1084 |
| 17    | CLEVELAND RD.          | OLD RICHMOND RD.       | BRIDGE                 | 66                       | B        | 64   | 207 | 367 | 638 | 1309 |
| 18    | CLEVELAND RD.          | BRIDGE                 | ATHENS-BOONESBORO RD.  | 148                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 19    | CLEVELAND RD.          | ATHENS-BOONESBORO RD.  | BRIDGE                 | 109                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 20    | CLEVELAND RD.          | BRIDGE                 | TODDS RD.              | 100                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 21    | CLEVELAND RD.          | TODDS RD.              | C&O RR CROSSING        | 91                       | B        | 64   | 207 | 367 | 638 | 1309 |
| 22    | CLEVELAND RD.          | C&O RR CROSSING        | WINCHESTER RD.         | 104                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 23    | CLEVELAND RD.          | WINCHESTER RD.         | I 64                   | 139                      | B        | 64   | 207 | 367 | 638 | 1309 |
| 24    | CLEVELAND RD.          | I 64                   | BRIAR HILL RD.         | 96                       | B        | 64   | 207 | 367 | 638 | 1309 |
| 25    | COMBS FERRY RD.        | WINCHESTER RD.         | RIVERA DR.             | 138                      | B        | 57   | 184 | 325 | 566 | 1159 |
| 26    | COMBS FERRY RD.        | RIVERA DR.             | CLARK CO. LINE         | 66                       | B        | 57   | 184 | 325 | 566 | 1159 |
| 27    | CRAWLEY LN.            | TATES CREEK RD.        | JACKS CREEK RD.        | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 28    | DEDMAN RD.             | FORT SPRINGS RD.       | PARKERS MILL RD.       | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 29    | DELONG RD.             | TATES CREEK RD.        | WALNUT HILL RD.        | 117                      | B        | 49   | 211 | 455 | 698 | 1462 |
| 30    | DELONG RD.             | WALNUT HILL RD.        | ARMSTRONG MILL RD.     | 50                       | B        | 49   | 211 | 455 | 698 | 1462 |
| 31    | DELONG RD.             | ARMSTRONG MILL RD.     | HICKMAN CREEK          | 126                      | B        | 49   | 211 | 455 | 698 | 1462 |

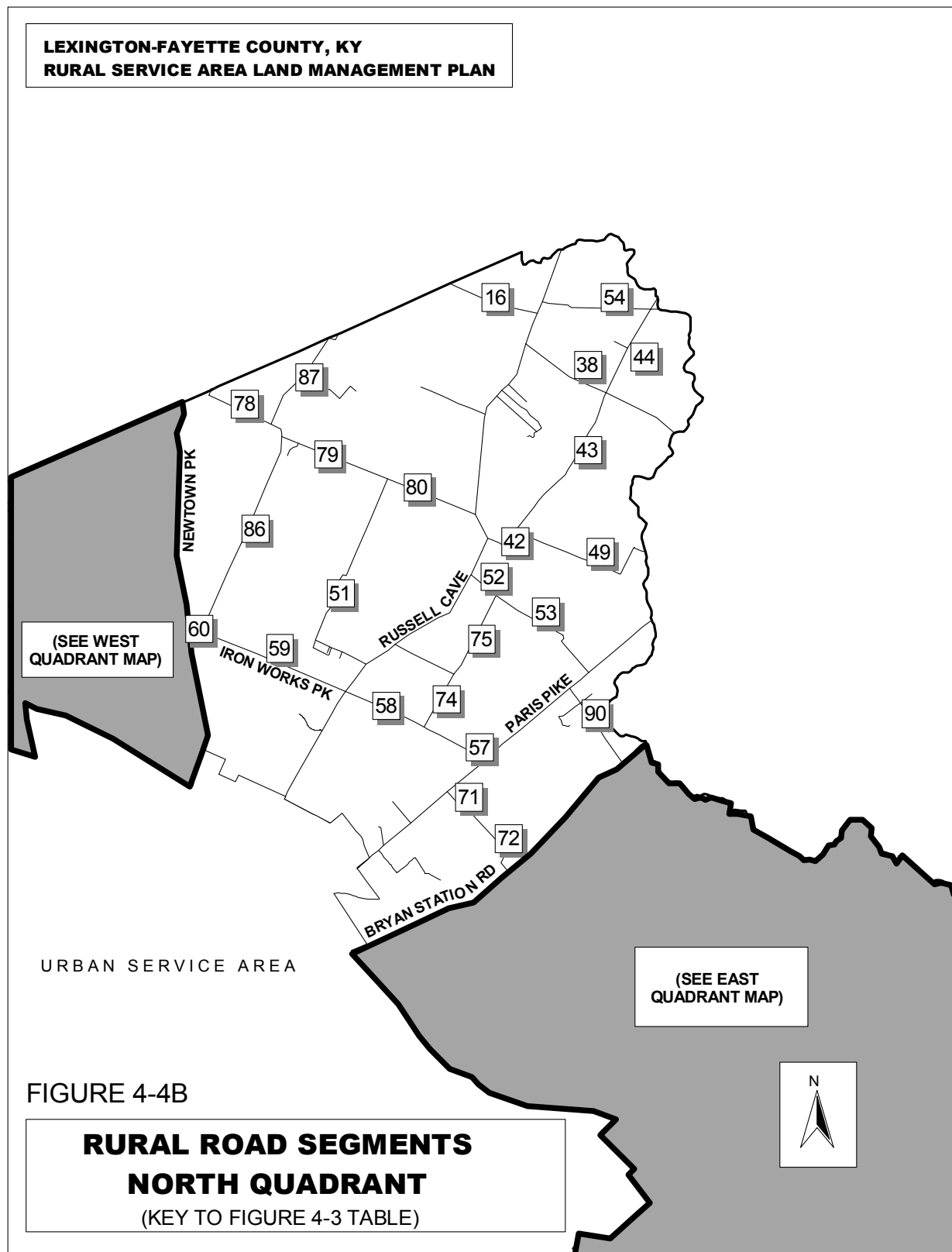
| MAP # | RURAL ROAD SEGMENT  | FROM                   | TO                     | Current Peak Hour Volume | 1999 LOS | Maximum hourly volume at each Level-of-Service |     |     |     |
|-------|---------------------|------------------------|------------------------|--------------------------|----------|--|-----|-----|-----|
|       |                     |                        |                        |                          |          | A  | B   | C   | D   |
| 32    | DELONG RD.          | HICKMAN CREEK          | OLD RICHMOND RD.       | 134                      | B        | 49   | 211 | 455 | 698 |
| 33    | DOLAN LN.           | LEESTOWN RD.           | BETHEL RD.             | 50                       | B        | 49   | 211 | 455 | 698 |
| 34    | DRY BRANCH RD.      | JACKS CREEK RD.        | END                    | 50                       | B        | 49   | 211 | 455 | 698 |
| 35    | ELKCHESTER RD.      | BOSWORTH LN.           | OLD FRANKFORT RD.      | 32                       | A        | 57   | 184 | 325 | 566 |
| 36    | ELK LICK FALLS      | OLD RICHMOND RD.       | OLD RICHMOND RD.       | 50                       | B        | 36   | 157 | 337 | 518 |
| 37    | EVANS MILL RD.      | OLD RICHMOND RD.       | END                    | 50                       | B        | 36   | 157 | 337 | 518 |
| 38    | FERGUSON RD.        | RUSSELL CAVE RD.       | BOURBON COUNTY LINE    | 21                       | A        | 24   | 106 | 227 | 349 |
| 39    | FORT SPRINGS RD.    | MILITARY RD.           | PARKERS MILL RD.       | 50                       | B        | 36   | 157 | 337 | 518 |
| 40    | FORT SPRINGS RD.    | PARKERS MILL RD.       | VERSAILLES RD.         | 50                       | B        | 36   | 157 | 337 | 518 |
| 41    | ENTRY RD.           | ATHENS-BOONESBORO RD.  | END                    | 50                       | B        | 36   | 157 | 337 | 518 |
| 42    | GREENWICH RD.       | RUSSELL CAVE RD.       | HARP INNIS RD.         | 172                      | B        | 64   | 207 | 367 | 638 |
| 43    | GREENWICH RD.       | HARP INNIS RD.         | FERGUSON RD.           | 162                      | B        | 64   | 207 | 367 | 638 |
| 44    | GREENWICH RD.       | FERGUSON RD.           | BOURBON COUNTY LINE    | 129                      | B        | 64   | 207 | 367 | 638 |
| 45    | GRIMES MILL RD.     | OLD RICHMOND RD.       | McCALLS MILL RD.       | 50                       | B        | 36   | 157 | 337 | 518 |
| 46    | GRIMES MILL RD.     | McCALLS MILL RD.       | CLARK CO. LINE         | 101                      | B        | 36   | 157 | 337 | 518 |
| 47    | HALEY RD.           | WINCHESTER RD.         | I 64                   | 450                      | D        | 76   | 248 | 438 | 762 |
| 48    | HALEY RD.           | I 64                   | BRIAR HILL RD.         | 397                      | C        | 76   | 248 | 438 | 762 |
| 49    | HARP-INNIS RD.      | GREENWICH RD.          | BOURBON COUNTY LINE    | 21                       | A        | 57   | 184 | 325 | 566 |
| 50    | HOUSTON-ANTIOCH RD. | WARE RD.               | BOURBON COUNTY LINE    | 23                       | A        | 36   | 157 | 337 | 518 |
| 51    | HUFFMAN MILL RD.    | RUSSELL CAVE RD.       | LEMONS MILL RD.        | 50                       | B        | 48   | 155 | 274 | 477 |
| 52    | HUGHES LN.          | RUSSELL CAVE RD.       | KENNEY LN.             | 50                       | B        | 36   | 157 | 337 | 518 |
| 53    | HUGHES LN.          | KENNEY LN.             | PARIS RD.              | 50                       | B        | 36   | 157 | 337 | 518 |
| 54    | HUME-BEDFORD RD.    | BOURBON COUNTY LINE    | RUSSELL CAVE RD.       | 18                       | A        | 57   | 184 | 325 | 566 |
| 55    | HUME RD.            | BRYAN STATION RD.      | AMI LN.                | 178                      | C        | 36   | 157 | 337 | 518 |
| 56    | HUME RD.            | AMI LN.                | WINCHESTER RD.         | 190                      | C        | 36   | 157 | 337 | 518 |
| 57    | IRON WORKS RD.      | PARIS RD.              | KENNY LN.              | 158                      | B        | 64   | 207 | 367 | 638 |
| 58    | IRON WORKS RD.      | KENNY LN.              | RUSSELL CAVE RD.       | 156                      | B        | 64   | 207 | 367 | 638 |
| 59    | IRON WORKS RD.      | RUSSELL CAVE RD.       | MOUNT HOREB RD.        | 256                      | C        | 64   | 207 | 367 | 638 |
| 60    | IRON WORKS RD.      | MOUNT HOREB RD.        | NEWTOWN RD.            | 315                      | C        | 64   | 207 | 367 | 638 |
| 61    | IRON WORKS RD.      | NEWTOWN RD.            | COUNCIL OF STATE GOVT. | 453                      | D        | 28   | 280 | 448 | 924 |
| 62    | IRON WORKS RD.      | COUNCIL OF STATE GOVT. | BEREA RD.              | 418                      | C        | 28   | 280 | 448 | 924 |
| 63    | IRON WORKS RD.      | BEREA RD.              | I 75                   | 348                      | C        | 28   | 280 | 448 | 924 |
| 64    | IRON WORKS RD.      | I 75                   | GEORGETOWN RD.         | 525                      | D        | 28   | 280 | 448 | 924 |

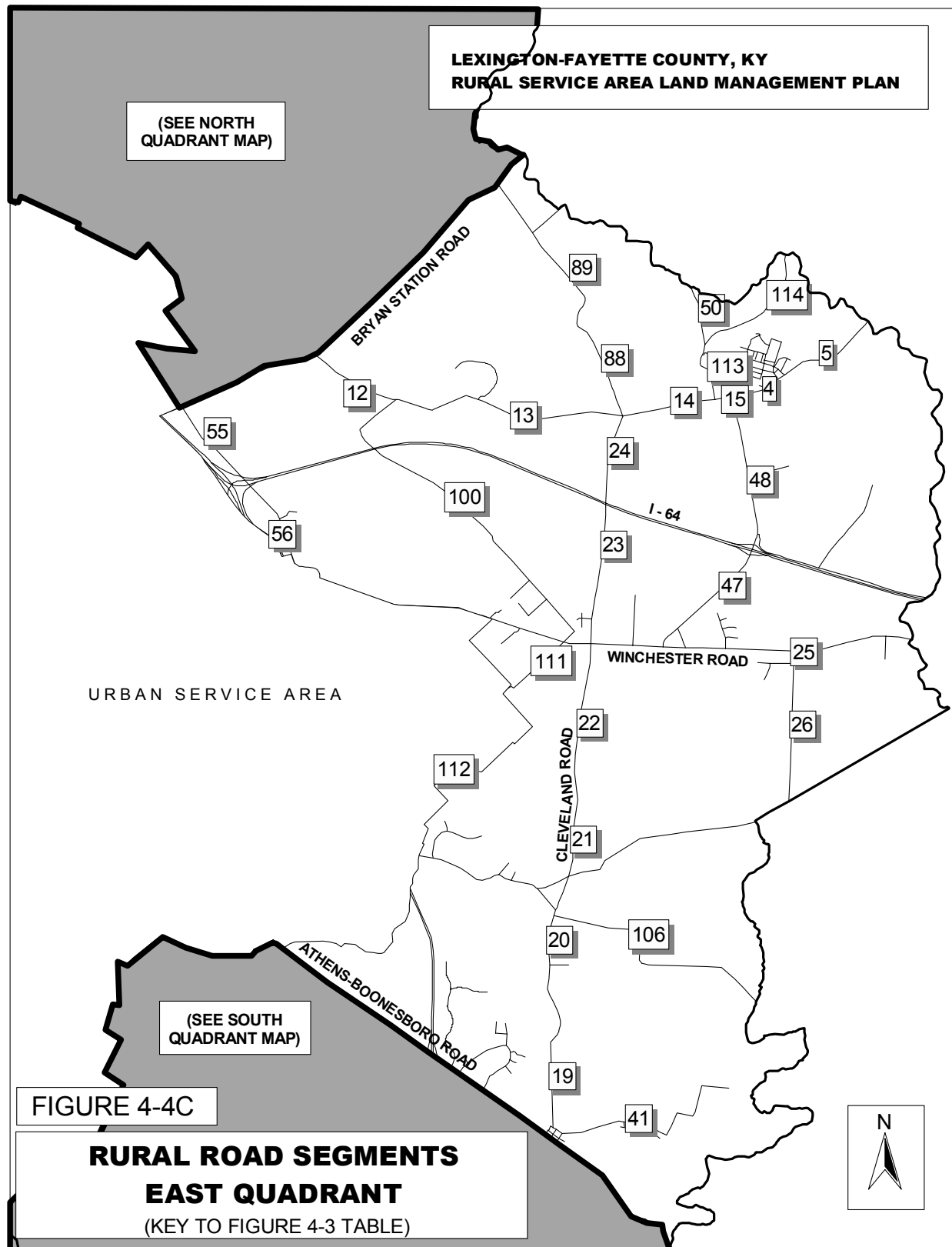
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|-------|--------------------|---------------------------|---------------------------|--------------------------|----------|--|-----|-----|-----|
|       |                    |                           |                           |                          |          | A  | B   | C   | D   |
| 65    | IRON WORKS RD.     | GEORGETOWN RD.            | SCOTT COUNTY LINE         | 150                      | B        | 64   | 207 | 367 | 638 |
| 66    | JACKS CREEK RD.    | SPEARS RD.                | DRY BRANCH RD.            | 69                       | B        | 57   | 184 | 325 | 566 |
| 67    | JACKS CREEK RD.    | JACKS CREEK RD.           | CRAWLEY LN.               | 69                       | B        | 57   | 184 | 325 | 566 |
| 68    | JACKS CREEK RD.    | CRAWLEY LN.               | WHITES LN.                | 185                      | C        | 57   | 184 | 325 | 566 |
| 69    | JACKS CREEK RD.    | WHITES LN.                | OLD RICHMOND RD.          | 182                      | B        | 57   | 184 | 325 | 566 |
| 70    | JAMES LN.          | MILITARY RD.              | JESSAMINE COUNTY LINE     | 50                       | B        | 36   | 157 | 337 | 518 |
| 71    | JOHNSTON RD.       | PARIS RD.                 | KENTUCKY HORSE CENTER     | 50                       | B        | 36   | 157 | 337 | 518 |
| 72    | JOHNSTON RD.       | KENTUCKY HORSE CENTER     | BRYAN STATION RD.         | 50                       | B        | 36   | 157 | 337 | 518 |
| 73    | KEENE RD.          | JESSAMINE COUNTY LINE     | HARRODSBURG RD.           | 324                      | C        | 76   | 248 | 438 | 762 |
| 74    | KENNEY LN.         | IRON WORKS RD.            | ACCESS                    | 50                       | B        | 36   | 157 | 337 | 518 |
| 75    | KENNEY LN.         | ACCESS                    | HUGHES LN.                | 50                       | B        | 36   | 157 | 337 | 518 |
| 76    | KEARNEY RD.        | YARNALLTON RD.            | KEARNEY HILLS GOLF COURSE | 50                       | B        | 36   | 157 | 337 | 518 |
| 77    | KEARNEY RD.        | KEARNEY HILLS GOLF COURSE | GEORGETOWN RD.            | 50                       | B        | 36   | 157 | 337 | 518 |
| 78    | LEMONS MILL RD.    | SCOTT COUNTY LINE         | MT. HOREB RD.             | 13                       | A        | 48   | 155 | 274 | 477 |
| 79    | LEMONS MILL RD.    | MT. HOREB RD.             | HUFFMAN MILL RD.          | 24                       | A        | 57   | 184 | 325 | 566 |
| 80    | LEMONS MILL RD.    | HUFFMAN MILL RD.          | RUSSELL CAVE RD.          | 38                       | A        | 57   | 184 | 325 | 566 |
| 81    | McCALLS MILL RD.   | OLD RICHMOND RD.          | GRIMES MILL RD.           | 50                       | B        | 36   | 157 | 337 | 518 |
| 82    | McCALLS MILL RD.   | GRIMES MILL RD.           | ATHENS-BOONESBORO RD.     | 50                       | B        | 36   | 157 | 337 | 518 |
| 83    | MILITARY RD.       | WOODFORD COUNTY LINE      | FORT SPRINGS RD.          | 51                       | A        | 57   | 184 | 325 | 566 |
| 84    | MILITARY RD.       | FORT SPRINGS RD.          | CREEK                     | 93                       | B        | 57   | 184 | 325 | 566 |
| 85    | MILITARY RD.       | CREEK                     | KEENE RD.                 | 60                       | B        | 57   | 184 | 325 | 566 |
| 86    | MT. HOREB RD.      | IRON WORKS RD.            | LEMONS MILL RD.           | 50                       | A        | 57   | 184 | 325 | 566 |
| 87    | MT. HOREB RD.      | LEMONS MILL RD.           | SCOTT COUNTY LINE         | 21                       | A        | 57   | 184 | 325 | 566 |
| 88    | MUIR STATION RD.   | BRIAR HILL RD.            | L&N RR CROSSING           | 23                       | A        | 64   | 207 | 367 | 638 |
| 89    | MUIR STATION RD.   | L&N RR CROSSING           | BRYAN STATION RD.         | 83                       | B        | 64   | 207 | 367 | 638 |
| 90    | MUIR STATION RD.   | BRYAN STATION RD.         | PARIS RD.                 | 90                       | B        | 64   | 207 | 367 | 638 |
| 91    | PARKERS MILL RD.   | VERSAILLES RD.            | FORT SPRINGS RD.          | 83                       | B        | 64   | 207 | 367 | 638 |
| 92    | PARKERS MILL RD.   | FORT SPRINGS RD.          | DEDMAN LN.                | 70                       | B        | 64   | 207 | 367 | 638 |
| 93    | PARKERS MILL RD.   | DEDMAN LN.                | BOWMAN MILL RD.           | 93                       | B        | 64   | 207 | 367 | 638 |
| 94    | PARKERS MILL RD.   | BOWMAN MILL RD.           | NEW CIRCLE RD.            | 178                      | B        | 64   | 207 | 367 | 638 |
| 95    | PAYNES MILL RD.    | REDD RD.                  | WOODFORD COUNTY LINE      | 50                       | B        | 36   | 157 | 337 | 518 |
| 96    | REDD RD.           | ELKCHESTER RD.            | PAYNES MILL RD.           | 50                       | B        | 36   | 157 | 337 | 518 |
| 97    | REDD RD.           | PAYNES MILL RD.           | OLD FRANKFORT RD.         | 50                       | B        | 36   | 157 | 337 | 518 |

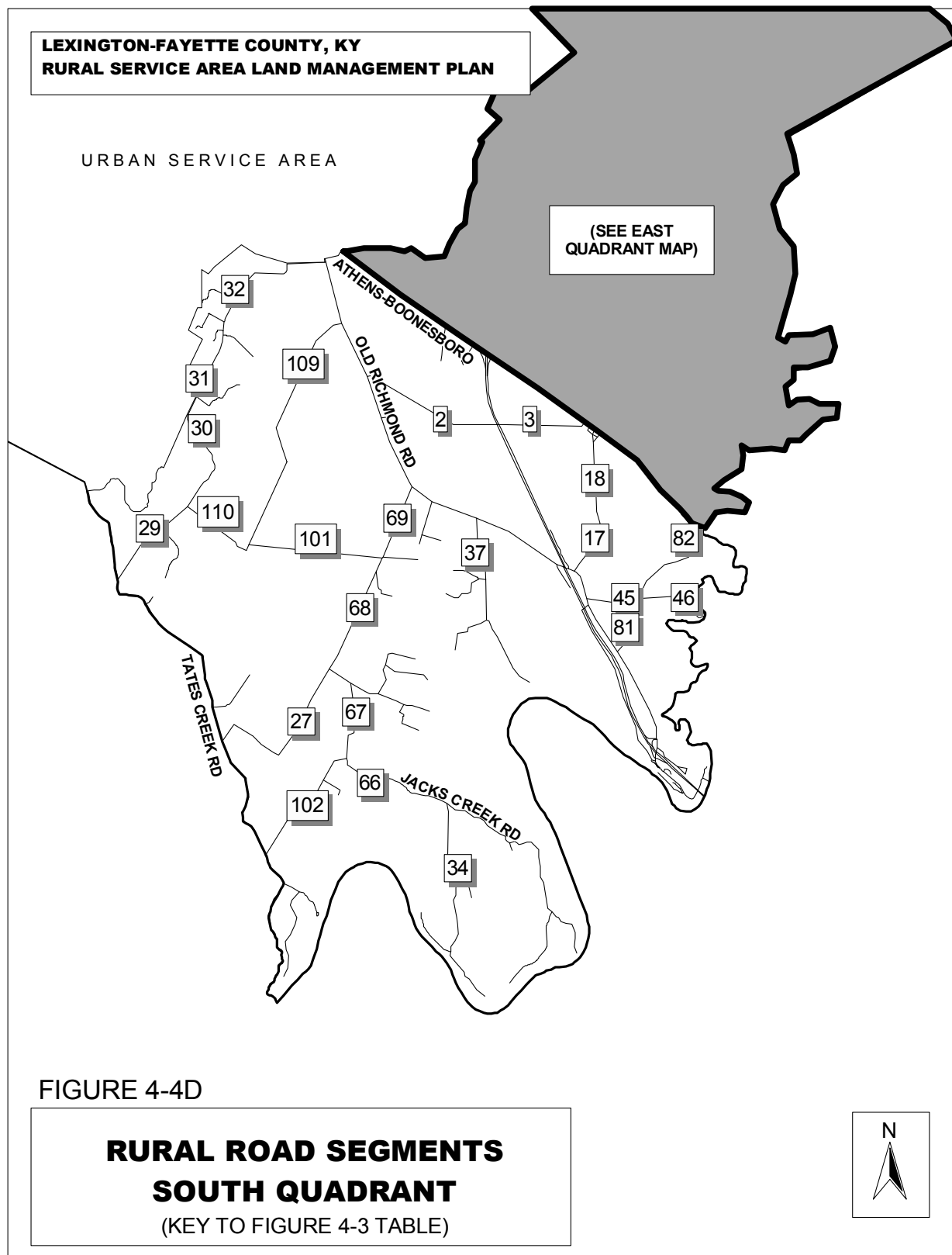
| MAP # | RURAL ROAD SEGMENT         | FROM                 | TO                   | Current Peak Hour Volume | 1999 LOS | Maximum hourly volume at each Level-of-Service |     |     |     |
|-------|----------------------------|----------------------|----------------------|--------------------------|----------|--|-----|-----|-----|
|       |                            |                      |                      |                          |          | A  | B   | C   | D   |
| 98    | RICE RD.                   | VERSAILLES RD.       | VAN METER RD.        | 120                      | B        | 64   | 207 | 367 | 638 |
| 99    | ROSALIE LN.                | VERSAILLES RD.       | BOSWORTH LN.         | 50                       | B        | 36   | 157 | 337 | 518 |
| 100   | ROYSTER RD.                | BRIAR HILL RD.       | WINCHESTER RD.       | 57                       | B        | 36   | 157 | 337 | 518 |
| 101   | SHELBY LN.                 | WALNUT HILL RD.      | JACKS CREEK RD.      | 50                       | B        | 36   | 157 | 337 | 518 |
| 102   | SPEARS RD.                 | TATES CREEK RD.      | JACKS CREEK RD.      | 110                      | B        | 57   | 184 | 325 | 566 |
| 103   | SPURR RD.                  | YARNALLTON RD.       | F.C.I. BACK ENTRANCE | 38                       | A        | 57   | 184 | 325 | 566 |
| 104   | SPURR RD.                  | F.C.I. BACK ENTRANCE | GREENDALE RD.        | 34                       | A        | 57   | 184 | 325 | 566 |
| 105   | SPURR RD.                  | GREENDALE RD.        | GEORGETOWN RD.       | 170                      | B        | 64   | 207 | 367 | 638 |
| 106   | SULPHUR WELL RD.           | CLEVELAND RD.        | CLARK CO. LINE       | 4                        | A        | 36   | 157 | 337 | 518 |
| 107   | VAN METER RD.              | VERSAILLES RD.       | RICE RD.             | 465                      | D        | 64   | 207 | 367 | 638 |
| 108   | VAN METER RD.              | RICE RD.             | ELKCHESTER RD.       | 33                       | A        | 64   | 207 | 367 | 638 |
| 109   | WALNUT HILL RD.            | OLD RICHMOND RD.     | SHELBY RD.           | 65                       | B        | 36   | 157 | 337 | 518 |
| 110   | WALNUT HILL RD.            | SHELBY RD.           | DELONG RD.           | 101                      | B        | 36   | 157 | 337 | 518 |
| 111   | WALNUT HILL-CHILESBURG RD. | WINCHESTER RD.       | C&O RR CROSSING      | 107                      | B        | 36   | 157 | 337 | 518 |
| 112   | WALNUT HILL-CHILESBURG RD. | C&O RR CROSSING      | TODDS RD.            | 52                       | B        | 36   | 157 | 337 | 518 |
| 113   | WARE RD.                   | BRIAR HILL RD.       | HOUSTON-ANTIOCH RD.  | 14                       | A        | 36   | 157 | 337 | 518 |
| 114   | WARE RD.                   | HOUSTON-ANTIOCH RD.  | BOURBON COUNTY LINE  | 25                       | A        | 36   | 157 | 337 | 518 |
| 115   | YARNALLTON RD.             | OLD FRANKFORT RD.    | SEABOARD SYSTEMS RR  | 40                       | A        | 48   | 155 | 274 | 477 |
| 116   | YARNALLTON RD.             | SEABOARD SYSTEMS RR  | LEESTOWN RD.         | 46                       | A        | 48   | 155 | 274 | 477 |
| 117   | YARNALLTON RD.             | LEESTOWN RD.         | BETHEL RD.           | 78                       | B        | 57   | 184 | 325 | 566 |
| 118   | YARNALLTON RD.             | BETHEL RD.           | SPURR RD.            | 70                       | B        | 57   | 184 | 325 | 566 |
| 119   | YARNALLTON RD.             | KEARNEY RD.          | SCOTT COUNTY LINE    | 50                       | A        | 57   | 184 | 325 | 566 |











#### **FIGURE 4-5: LEVEL OF SERVICE FOR GENERAL TWO-LANE HIGHWAY SEGMENTS**

Note: Specific Level of Service information for rural roads was not available. Information on Two-Lane Highway Segments was determined to be the most appropriate match to the roads that are being studied.

**LEVEL OF SERVICE "A"** - At this level of service, drivers are delayed no more than 30% of the time by slow-moving vehicles. Almost no platoons of three or more vehicles are observed.

**LEVEL OF SERVICE "B"** - Drivers are delayed up to 45% of the time on the average. Passing demand needed to maintain desired speeds becomes significant.

**LEVEL OF SERVICE "C"** - There are further increases in the flow of traffic and noticeable increases in platoon formation, platoon size, and frequency of passing impediment. Drivers are delayed up to 60% of the time.

**LEVEL OF SERVICE "D"** - Passing demand is very high while passing becomes extremely difficult, and passing capacity approaches zero. Platoon sizes average 5 to 10 vehicles, although speeds of 50 mph can still be maintained. The percentage of time motorists are delayed approaches 75%. This is the highest flow rate that can be maintained for any length of time over an extended section of level terrain without a high probability of breakdown.

**LEVEL OF SERVICE "E"** - The time delay is greater than 75%. Even under ideal conditions, speeds will drop below 50 mph. Passing is virtually impossible under level-of-service E. Platooning becomes intense when slower vehicles or other interruptions are encountered.

**LEVEL OF SERVICE "F"** - This is the most heavily congested flow with traffic demand exceeding capacity. Volumes are lower than capacity, and speeds are below capacity speed. Drivers are delayed 100% of the time by slower moving vehicles

**Source:** National Research Council Transportation Research Board, Highway Capacity Manual, 3<sup>rd</sup> Edition, 1994

**FIGURE 4-6:**

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**TRANSPORTATION PLAN FOR THE RURAL SERVICE AREA**

The 1996 Comprehensive Plan contains a Transportation Plan Element, which is based upon the Year 2015 Transportation Plan produced by the Lexington Area Metropolitan Planning Organization for Fayette and Jessamine Counties. For the purposes of the Rural Service Area Land Management Plan, however, only the transportation improvements that are located in the Rural Service Area of Fayette County will be considered. The Six-Year Highway Plan addresses the improvements that are proposed during the period 1995-2000. This plan was developed by the Kentucky Transportation Cabinet in conjunction with the plans and programs of the Lexington Area Metropolitan Planning Organization and revised every two years. The projects that were included in this plan and are located in the Rural Service Area are as follows:

| <b>Road Segment</b>               | <b>Planned Improvement</b>   |
|-----------------------------------|--|
| Berea Road                        | Cane Run Bridge Replacement  |
| Huffman Mill Road                 | North Elkhorn Creek Bridge Replacement   |
| KY 1927 (Todds Road)              | Boone Creek Bridge Replacement   |
| KY 1681 (Old Frankfort Road)      | Steeles Run Bridge Replacement   |
| Interstate 75                     | Grimes Mill to South Todds Road includes KY 418 Interchange widening (5 miles) |
| Interstate 75                     | US 25 to Grimes Mill Road widening (2 miles)                                   |
| US 27/68 (Paris Pike)             | I-64/I-75 Interchange to Bourbon County line widening (5.3 miles)              |
| Georgetown Road                   | US 25 from I-75 to Etter Lane in Scott County widening (5.5 miles)             |
| KY 418 (Athens-Boonesboro Road) - | Richmond Road Intersection to I-75 Interchange widening (2.6 miles)            |

In addition to these projects, the 2015 Transportation Plan indicates improvements to Versailles Road from New Circle Road to the Woodford County line to be completed by 2005.

## **Rural Roads Aesthetics**

As often noted in this plan, one of the primary goals of the RLMP should be the preservation of the existing character of the rural roads. While “character” is difficult to define, it embodies such physical features as fencing, walls, trees, creeks and streams, shrubs, houses, and barns. The view of these features, and the view of the livestock and crops that can be seen from the rural roads, is enhanced by their juxtaposition on the rolling countryside of Fayette County. The rural roads are a major component of the “Bluegrass experience.” While many persons experience the region while traveling along the interstate highways, those persons who choose to drive the scenic rural roads find the essence of the region.

The Framework Plan examined the limitations of the rural road network to carry additional traffic without substantial improvements. In meetings with the public it was generally agreed that road widening and straightening would drastically change the very features that make the rural roads unique. All policies relating to the rural area should focus on the need to reduce or mitigate the need for road improvements that would inevitably change the character of the area. To prevent such changes it is imperative that any increase in the volume of traffic be minimal. This implies a reduction in the allowable dwelling unit density in the rural area and can be accomplished through an increase in the minimum lot size. Fewer dwelling units will result in lower traffic volumes on the rural roads. When safety concerns direct that improvements must be made, care should be taken to preserve trees and stone fences.



*Yarnalton Pike—Stone and board fences and overhanging tree canopies are defining elements of the visual character of Fayette County’s rural roadways.*



There have been two previous reports related to the rural roads. These were the Corridor Enhancement Study (1992) and Stone Fences of Fayette County (1990). The Corridor Enhancement Study identified several roads as particularly scenic. The following are historic turnpikes:

|                         |                      |
|-------------------------|----------------------|
| Newtown Road*           | Russell Cave Road*   |
| Iron Works Road*        | Bryan Station Road   |
| Winchester Road         | Houston-Antioch Road |
| Haley Road              | Cleveland Road       |
| Todds Road              | Richmond Road        |
| Athens-Boonesboro Road* | Old Richmond Road    |
| Tates Creek Road        | Harrodsburg Road     |
| Versailles Road         | Old Frankfort Pike*  |
| Leestown Road           | Georgetown Road      |

While not traditional rural roads I-64 and I-75 should be classified as scenic corridors primarily because of the scenic landscapes that can be viewed from them. Recommendations should be developed to preserve and enhance these views.

The study also identified roads which due to their location, topography, geologic significance, or cultural significance deserve immediate consideration for status as a scenic corridor. In many cases these turnpikes remain unchanged since they were paved in the early 1900's. They provide a glimpse of the rural area as it was in the past.

|                     |                    |
|---------------------|--------------------|
| Yarnalton Road*     | Lemons Mill Road   |
| Hume-Bedford Road   | Paris Pike         |
| Armstrong Mill Road | DeLong Road        |
| Walnut Hill Road    | Shelby Road        |
| Spears Road         | Jacks Creek Pike   |
| Dry Branch Road     | Grimes Mill Road*  |
| McCalls Mill Road*  | Parkers Mill Road  |
| Keene Road          | Military Road*     |
| Bowmans Mill Road   | Rice Road*         |
| Bosworth Lane*      | Elkchester Road*   |
| Redd Road*          | Fort Springs Road* |
| Kenney Lane*        | Hughes Lane*       |
| Johnson Road*       | Huffman Mill Road* |
| Royster Road        | Briar Hill Road    |
| Sulphur Well Road   | Gentry Road        |
| Crawley Lane        | Evans Mill Road    |
| Mt. Horeb Road      |                    |

\*Denotes all or a portion of the road is a state-designated Scenic Byway.

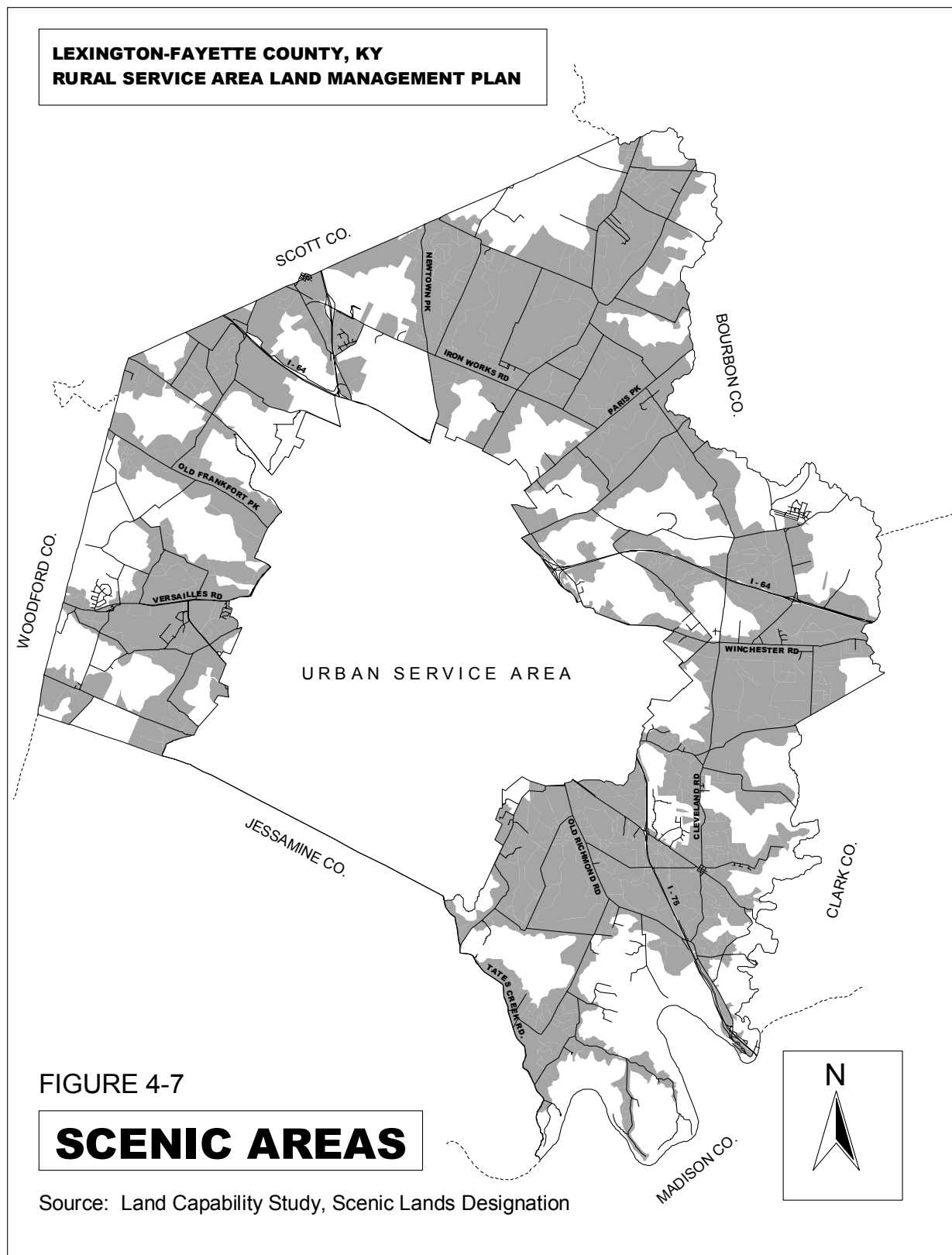
At some low traffic locations along these roads, staging areas should be established for jogging, biking, and walking. Particular emphasis could be placed on corridors near horse farms, locations near the Kentucky River or connecting to converted rail lines or rural greenways. Consideration should be given to holding special events entailing closure of certain particularly scenic rural roads to all but local traffic in order to allow hiking, biking, jogging, rollerblading, etc. These activities allow the scenic views to be enjoyed at a much slower pace.

New tools must be explored to ensure that the scenic views of the rural area are preserved. A scenic easement would be such tool. This could protect existing features such as fences, and stone walls, limit the location of new buildings, or prevent inappropriate grading. The exact nature of the easement, and the specific items that are to be regulated through the easement would be based on the nature of the resource and the level of protection that is warranted. In general it could be designed to prevent actions which would be incompatible with the overall scenic quality of the rural area.



The Stone Fences of Fayette County Study provided an important inventory of the stone fences that are located along the right-of-way of rural roads. It also examined the issues of urbanization which threaten the future existence of stone fences in the community. Many fences have been removed in the development of adjacent property, through road construction or widening, or as a result of traffic accidents. As a result of the recommendations several steps were taken to protect these fences. Matching funds were made available for the repair of the fences and a program has been initiated to train stone masons in the proper methods of repair. In 1994 the Urban County Council passed an ordinance that requires a permit from the Office of Historic Preservation for the removal of any stone fence that is located in the right-of-way. It also established standards for the issuance of such a permit.





However, the ordinance did not address stone fences that are located off of the right-of-way, on private property. This would take separate legislation and could be accomplished through an overlay zone or through conservation easements. Regardless of the means that is used, preservation of this resource is essential.

Trees that are located along the right-of-way provide an arching canopy over many of the rural roads. However, many of the trees are located on private property rather than in the right-of-way. Preservation of all trees along the roadside is essential if the visual character of the road is to be preserved. A comprehensive tree preservation ordinance should be proposed to address this.

Electric utilities have been cited as a visual intrusion along the rural roads. The physical design of the poles and major transformers detract from the otherwise scenic view of our rural areas. Further, the height of the utility poles and the lines is an issue since they are customarily located along the roadway where trees are located as well. As the trees grow, their branches conflict with the utility lines. This often results in severe tree trimming by the utility company. Proper tree selection and proper planting location could do much to alleviate this problem. Proper utility line placement would help to preserve trees and could keep overhead lines crossing the roads to a minimum. In some locations placing utilities underground may be a viable option, but should be carefully studied to determine the effect the necessary trenching would have on the trees, stone fences and other features that adjoin the road. Should underground utilities be determined to be feasible, a pilot project should be undertaken on the most important of our rural scenic roads. Further study should be given to this in consultation with the appropriate utility company.

In the last ten years the community has seen a tremendous increase in the use of wireless telephones, personal communication systems, and pagers. This new technology requires the creation of an entirely new infrastructure of transmitting and receiving antennas to create a communications network. To provide service to the entire community, a communications grid must be established. The service area is divided into small cells, each with a low-powered radio transmitter. This allows a phone call to be automatically transferred from one cell to the next as the subscriber moves through the service area.

Whether the antenna is installed on a communications tower constructed specifically for that purpose or on another structure, an antenna's height depends on several factors, including the range and characteristics of the geographic area it is to serve. The number of antennas in a community also depends on several factors including service demand and geography.

The Federal Telecommunications Act of 1996 prevents local governments from imposing outright bans on wireless telecommunication services or restricting the placement or number of towers so as to interfere with reception and make it impossible to provide service. The state Public Service Commission has viewed wireless communication as a utility, giving it special status to locate towers. However, in 1998, the State Legislature established a limited framework for local governments to regulate the siting of towers.

Planning for the siting of towers and antennas must take into consideration the aesthetics of the community. This is particularly true in the rural area when the open views along the rural roads do little to mitigate the intrusion of the antenna towers that may be as much as three hundred feet in height. Cellular towers should be setback from the rural roads to minimize this intrusion. Careful design, siting, landscape screening and even camouflaging may be the appropriate response to maintaining the aesthetic quality of the surrounding area. This is especially critical in locations that have been identified as scenic, such as the Paris Pike corridor and areas identified in the Land Capability Analysis. The trees and other landscaping adjoining the rural roads and creating a canopy effect are by far the best screening.

The Paris Pike, an outstanding collection of traditional Bluegrass landscape elements (particularly stone fences), is nationally known for its unique scenic qualities. In 1995, the Paris Pike Corridor Plan was prepared at the direction of the Paris Pike Corridor Commission, an organization created by an inter-local agreement consisting of representatives of the Lexington Fayette Urban County Government, City of Paris, and Bourbon County. The Plan included a detailed study of the corridor, and identified the need to increase the minimum lot size, increase the minimum lot frontage, and increase the required building setbacks from the roadway. After adoption of the Plan, a special Paris Pike Overlay zoning category was created to implement the Plan. Many of the Plan's provisions were incorporated into the Zone to protect the properties within 1000 feet of the roadway. It is the intent of the Rural Service Area Land Management Plan to reaffirm, and to be compatible with, the Paris Pike Corridor Plan. Additional studies of this type may be appropriate for other critical rural roadways.

#### ***Recommendations:***

- 1. Most of the roadway segments in the Rural Service Area are currently under capacity at standard levels of service. Development within the RSA generally should not be permitted to a level that would necessitate significant road improvements, which would alter the rural character. However, there will still be a need for road improvements in the RSA to:***
  - a. Eliminate trouble spots such as severe sight distance problems, intersection problems, narrow bridges, etc., and***
  - b. Improve primary rural arterial highways that serve as part of the regional road network except where significant scenic resources would be compromised. The increase in traffic along these roads is highly dependent upon factors outside of the control of Fayette County. This need may also extend to some critical segments of lower classification streets to ensure safe intersections. In all cases, attempts should be made to design such improvements with the rural character of the area in mind. Therefore, such improvements should attempt to achieve the needed level of safety with minimum change to the existing overall rural character of the roadway.***
  - c. Improve/expand the signage along the roads to direct tourist traffic away from the narrow lanes and onto the wider rural roads that can better accommodate the increased traffic.***

2. *The information generated on rural traffic as a part of this planning effort should be used for additional studies designed to define the mathematical relationship between the rural roadway capacity and the areas of the RSA that feed them. This type of travel shed analysis can give further insight into the potential impacts of any RSA developments in traffic safety, movement, and maintenance of rural character.*
3. *Scenic and Conservation easements should be studied and recommendations made for specific roadways to preserve and enhance scenic views.*
4. *Scenic roads and state-designated Scenic By-ways should be signed appropriately.*
5. *Staging area should be established for walking, biking and jogging on low-traffic rural roads. Special events should be held for such activities in which these roads are closed to all but local traffic.*
6. *Preservation of stone fences, particularly those that are located off the right-of-way, should be explored.*
7. *The feasibility of underground utilities along critical rural roads should be determined. Further consultation with the utility companies should be undertaken.*
8. *Consideration should be given to additional corridor studies similar to the Paris Pike Corridor Study. Priorities for conducting such studies should be based on the scenic qualities of the viewshed, and the potential threats to the roadway.*



## C. HISTORIC AREAS AND RURAL SETTLEMENTS

### Historic Areas

The Urban Service Area policy brought about a compact pattern of development and did much to preserve the rural area and the historic structures that are located there. The historic buildings and sites in the Rural Service Area typically include single room log structures, elaborate residences, grain mills, springhouses, cemeteries, and stone barns. The buildings provide a glimpse of rural life in Fayette County before 1900. Many of these are significant structures listed as individual sites on the National Register of Historic Places. In addition, there are five National Register Historic Districts, three pre-historic National Register archeological sites, and one local Historic Landmark located in the Rural Service Area.

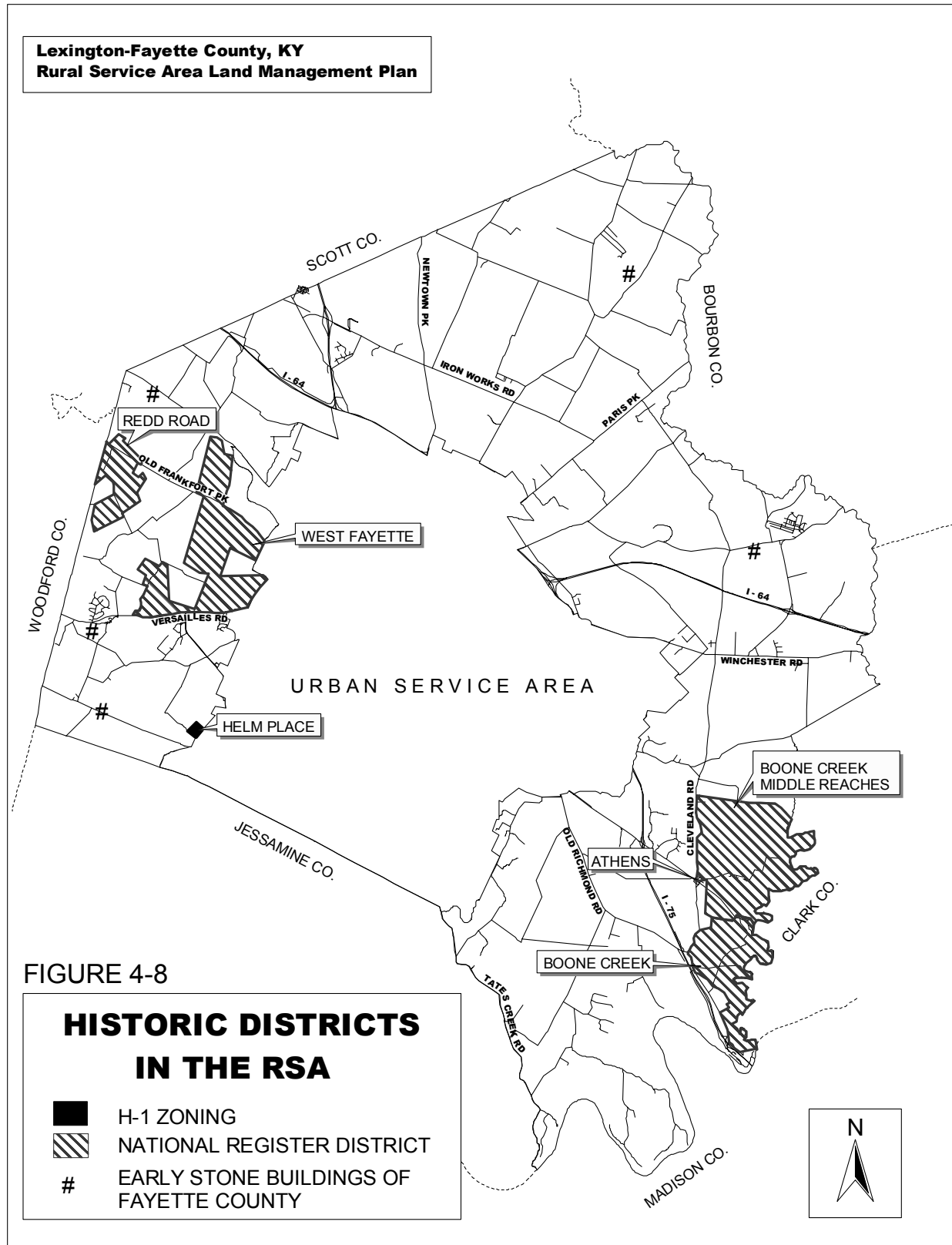


*Helm Place historic marker.*

The National Register designation does not in itself provide protection for a property in the same way that a Historic District (H-1) zoning designation does. An owner of a National Register property may make changes to the property without review by any governmental body provided no federal funds are used. In an H-1 zone, an owner must obtain approval of the Board of Architectural Review for most exterior work. There is only one H-1 zone in the rural service area, Helm Place, which is located immediately adjacent to the Urban Service Area on Bowmans Mill Road.

The Land Capability Analysis included a category for historic sites and mapped the rural National Register Districts. These evaluations were therefore included in the overall evaluation of Rural Service Area properties and their subsequent land categories contained in the Land Capability Analysis. Figure 4-8 shows the location of the National Register Historic Districts in the Rural Service Area as well as the locations of stone houses in Fayette County, which are considered a “thematic” National Register District.

The Rural Service Area Plan contains recommendations for the preservation of the rural landscape through a variety of techniques. A thorough inventory of all human-made historic resources should be completed and a determination made as to the proper techniques (within the limits established by state law) to be used to ensure their long-term viability. Care should be taken to ensure that preservation techniques adopted for RSA land categories do not conflict with the preservation of specific historic resources. Further consideration should be given to use of the H-1 zone for additional protection of rural historic resources and study given to the locations where the use of the H-1 Zone would be most effective. A “Rural H-1 Zone” may be necessary to address the unique needs of the rural area.



## **Rural Settlements**

In 1971 the City-County Planning Commission published the Historic Survey, Rural Settlements in Fayette County. The purpose of the report was to show the historic pattern of development in the rural areas of the county. The report found 14 settlements or clusters, located outside the Urban Service Area, each having 15 or more homes. It should be noted that in the years since the publication of the survey, many of the settlements have declined in size. The Siemon, Larson and Marsh Tentative Draft Rural Landscape Management Plan identified many of these settlements as “Rural Development” or as “Crossroads Communities” and suggested that such areas might be suitable for additional development as “receiver sites” for Transfer of Development Rights (TDRs).

The staff has examined these rural settlements in further detail, in an effort to determine how these rural neighborhoods might be used in keeping with the overall goals of a Rural Service Area plan. It should be noted that many of these areas are zoned R-1D which would allow lots of 6,000 square feet. In many cases, the R-1D zoning was placed on the neighborhood in 1968 when a comprehensive zone change was done for the entire county. This allowed previously subdivided lots to use the yard requirements of the R-1D zone. Many of these lots are considerably larger than the minimum for the zone and could be subdivided into two or more 6,000 square foot lots. However, such a subdivision would not meet the 10-acre requirement of the Fayette County Health Department. Such a subdivision would only be possible if alternative sewage disposal systems were available and if approved by the Fayette County Health Department.

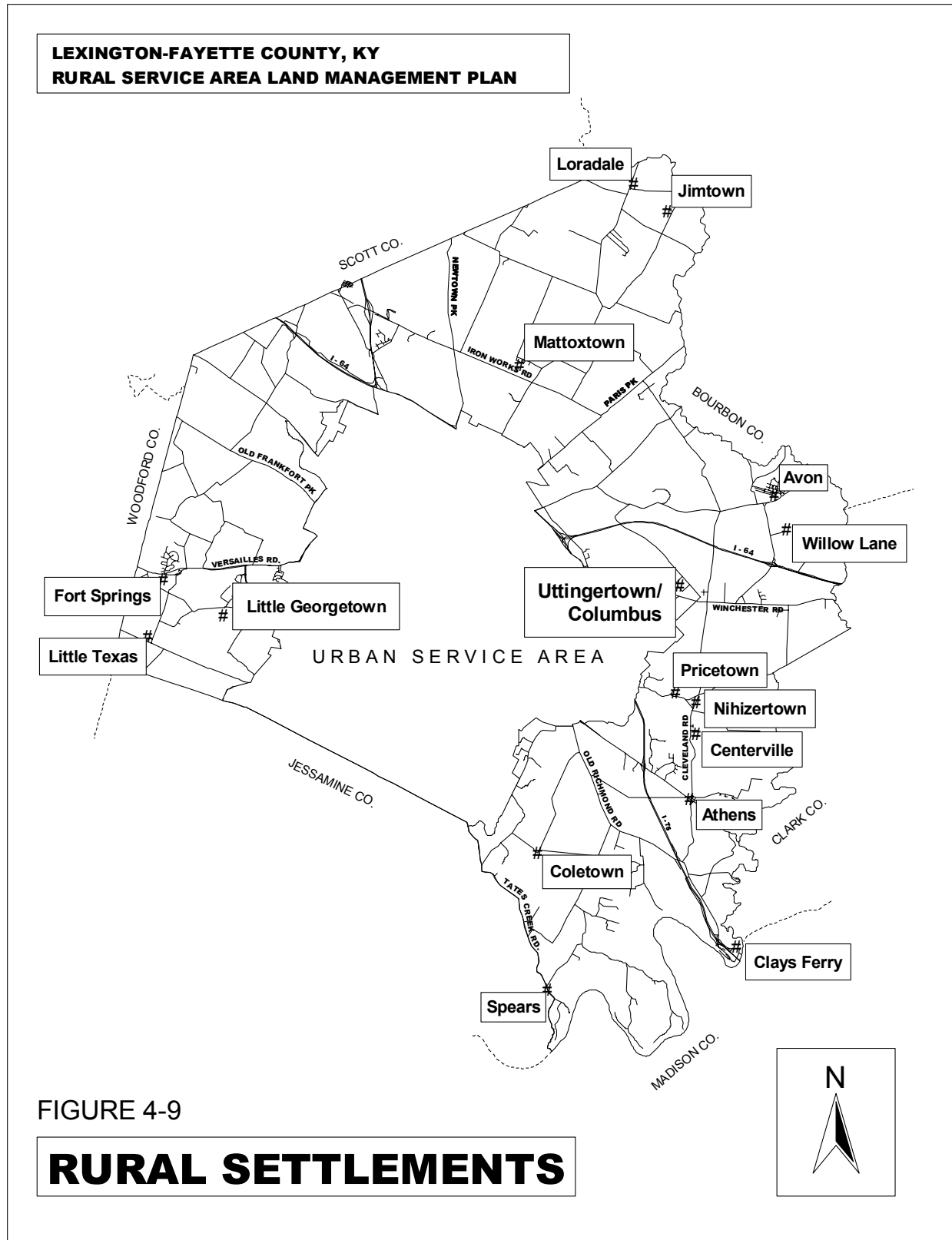


*A street scene in Jimtown, a rural settlement in northern Fayette County.*

It should also be noted that there are numerous locations within the rural settlements that are zoned for business uses. In most all cases, these locations have been zoned for 40+ years. Perhaps these were once the sites of rural grocery stores or roadhouses. Information on these properties is included in Section IV-F of this report.

A listing of the Rural Settlements and a brief description of the nature of each settlement are as follows:

**Note:** All acreage figures are approximate.



**Athens** *(located at Cleveland Road and Athens-Boonesboro Road)*

This rural settlement of 35 acres has 5 acres of B-1 zoning and the remainder is zoned R-1D. There appear to be four business uses on Athens-Boonesboro Road. Some of the R-1D lots are of sufficient size that they could be further subdivided.

**Spears** *(located at Bates Creek Road and the Jessamine/Fayette County line)*

This rural settlement contains no residential zoning. Most of the houses are located on the west side of Bates Creek Road in Jessamine County. There is an area of 3 1/2 acres of B-1 zoning in Spears.

**Clays Ferry** *(located at Old Richmond Road and the Kentucky River)*

This area contains three distinct neighborhoods. The Beach Road/Williams Lane area contains 15-20 homes that are subject to frequent flooding by the Kentucky River. The topography, steep slopes and awkward access are other factors that make the area unsuited to further residential development. No residential zoning exists in this site. The Durbin Lane area contains about 10 homes and one church in this 5 1/2-acre settlement. There is a large sinkhole in the southeast corner of this development. There are no existing "large" lots and no residential zoning for the area. Further development would be difficult. The third portion of the Clays Ferry area is the business area that is located under the I-75 Kentucky River bridge and adjacent to the US-25 bridge. This area has only business zoning and its appropriateness is discussed in Section IV-F of this plan.

**Loradale** *(located at Russell Cave Road and Carrick Road)*

This settlement is near the Fayette/Scott County line. The terrain in this area is somewhat rolling with good sight distances along Russell Cave Road. While there is no residential zoning in this area, there is a mixture of small and large lots. Further residential development in this area might be warranted.

**Little Texas** *(located at Fort Springs-Pinckard Lane and Military Road)*

This 18-acre settlement has two narrow access roads, Texas Lane and Shannondale Lane. In addition there are tracts which front on Fort Springs-Pinckard Road and Military Road. In all there are about 15 houses in Little Texas. This settlement is a compact group of small lots and is surrounded by an area of large farms. Further development of Little Texas would require an expansion into previously undeveloped property. The settlement is currently zoned A-R.

**Coletown** *(located at Walnut Hill Road and Shelby Lane)*

This settlement is zoned A-R. While further subdivision of property in this area might be reasonable based on the size of the properties, there are five sinkholes at this intersection that would make further residential development difficult.

**Fort Springs** *(located at Old Versailles Road and Fort Springs)*

This settlement contains 12-14 acres of R-1D zoning. There are steep slopes from Old Versailles Road up to the newer four-lane Versailles Road that provides a strong northern edge to the neighborhood. South Elkhorn Creek forms the southern boundary to the settlement and has an area of floodplain. These limitations would make redevelopment or further development in the area difficult.

**Jimtown** (located on Greenwich Pike south of Hume-Bedford Road)

This settlement of 30-35 acres contains numerous narrow, deep lots and a small church, all of which are zoned R-1D and which are located off of a narrow lane. Redevelopment of this settlement would be possible with a resubdivision of these properties.

**Little Georgetown** (located on Parkers Mill Road south of the airport)

Due to the impact of the airport on this settlement, no further development would be warranted.

**Maddoxtown** (located on Huffman Mill Road near Russell Cave Road)

This settlement is 20-25 acres of R-1D zoning. In addition, there are 15-20 units that are in the A-R area. There are several large sinkholes located to the southwest of the residential area. Further redevelopment of the lots or development of the area north of Huffman Mill Road might be feasible.

**Pricetown/Nihizertown/Centerville** (three settlements located at Cleveland Road, Todds Road and Sulfur Well Road)

These three rural settlements are located in close proximity and have similar size lots and housing. All three settlements are zoned A-R. There are several 10 acres lots on the south side of Sulphur Well Road west of North Cleveland Road. Land between the settlements might be considered for further residential development.

**Uttingertown/Columbus** (two settlements located on Royster Road near Winchester Road)

These adjoining settlements, which are zoned R-1D, are each located on narrow lanes off Royster Road. Larger lots are located between the lanes and could be further divided in keeping with the remainder of the lots in the area. The total size of the two settlements is 80 acres. The Division of Engineering has indicated that these rural settlements, along with a much larger area (I-64/Avon) could be sewerred, but only by the construction of significant trunk sewers and/or pump stations. The small treatment plant at Avon would need to be replaced (and probably relocated) in order to provide service to these settlements.

**Willow Lane** (located on Haley Pike south of Briar Hill Road)

This development consists of narrow lots that are all located on the north side of Willow Lane. Similar division of the property on the south side of the lane might be reasonable. The lots are zoned A-R. This settlement could also be provided with sewer service if the treatment plant at Avon were replaced.

**Avon** (located on Briar Hill Road at Haley Road and Houston-Antioch Road)

Avon is included as a Rural Activity Center in the 1996 Comprehensive Plan. The RAC is bounded by Briar Hill Road, Houston-Antioch Road, and Ware Road, includes the major buildings of Bluegrass Station (formerly the Bluegrass Army Depot). The residences that are located on the north side of Briar Hill Road are recommended for industrial uses in the Plan. There are other residences in the area and further residential use in the area may be warranted. The residences in the area are zoned A-R.

***Recommendations:***

- 1. Further consideration should be given to the effectiveness of the use of the Historic District (H-1) Zone to preserve historic buildings and other structures in the rural area. A "Rural H-1 Zone" may be necessary to address the unique needs of the rural area.***
- 2. Thorough studies of all of the rural settlements should be conducted to determine strategies for their preservation, their enhancement, and their suitability for additional development particularly as receiver sites for Transferred Development Rights. The scope of the study should include a preliminary assessment of such items as storm drainage, potential for on-site sewage waste disposal, traffic and access, and general boundaries of the each settlement. Clearly defined goals and objectives and design criteria for each settlement should be established. The settlement plan can then be used to determine the suitability of the settlements for additional development in the future that would be compatible with the settlement's established rural character.***

## **D. SPECIAL NATURAL PROTECTION AREAS**

Before the settlement of Kentucky began in the late 1700's, large areas of the Bluegrass were covered with cane and buffalo clover. These plants provided food for the wildlife that was abundant in the region. These included buffalo, elk, and deer as well as other smaller animals. Today, little is left of these plants. The highly productive soils, which were a key factor in the settlement of the region, are now used for growing grasses better suited to feed for horses and cattle. Only isolated areas of native plants remain.

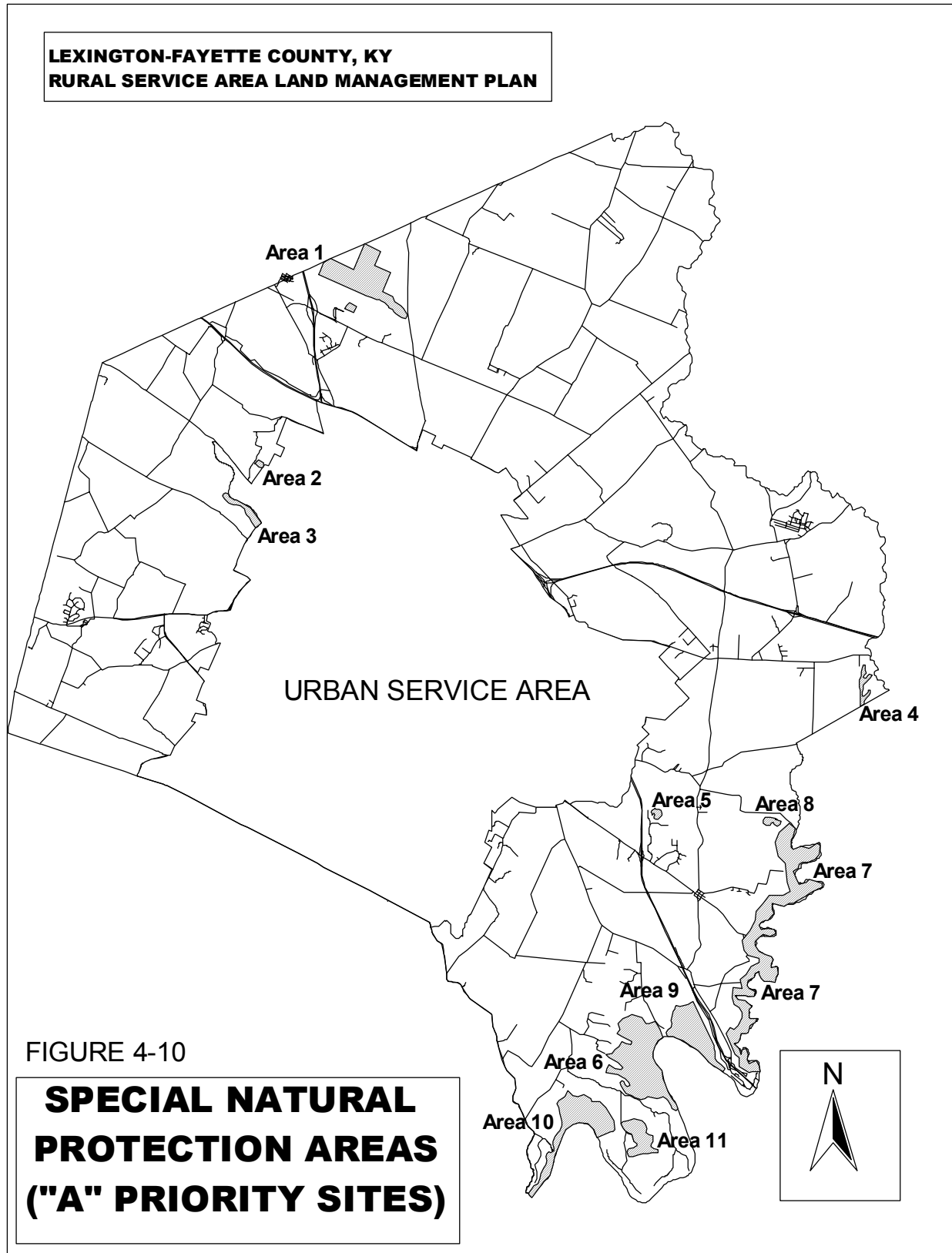
Just as we preserve historic buildings, archeological sites, stone walls and other man-made remnants of our past, we must also preserve the remaining native plants, as well as threatened and endangered plants found in the Bluegrass. These are a part of our natural history. In the evaluation of sites for preservation in the rural area the conservation of important sites such as these should receive a high priority. Where appropriate, linkages (trails, bikeways, etc.) should be provided between these sites and community parks, greenways and other preservation areas.

The Nature Conservancy has provided information on the locations of eleven sites in the Rural Service Area that are of special interest and are deserving of consideration for preservation programs. These sites have been selected because they exhibit one or more of the following:

1. A solid block of forest covering more than 10 acres with at least 40 to 50 year old native trees.
2. An area of open, grazed, or mowed woodland of more than 10 acres (or 20 trees) with at least 150 year old native trees.
3. An area of at least 100 acres of abandoned fields, thickets or young forest where native plants predominate.
4. An area of any size containing a threatened or endangered species on a state or federal list.
5. An area of any size containing a group of species that have become threatened or endangered within most of Fayette County, but which may not be rare elsewhere in the state.
6. A relatively well-forested stream corridor, especially close to the Kentucky River, are included for special consideration.







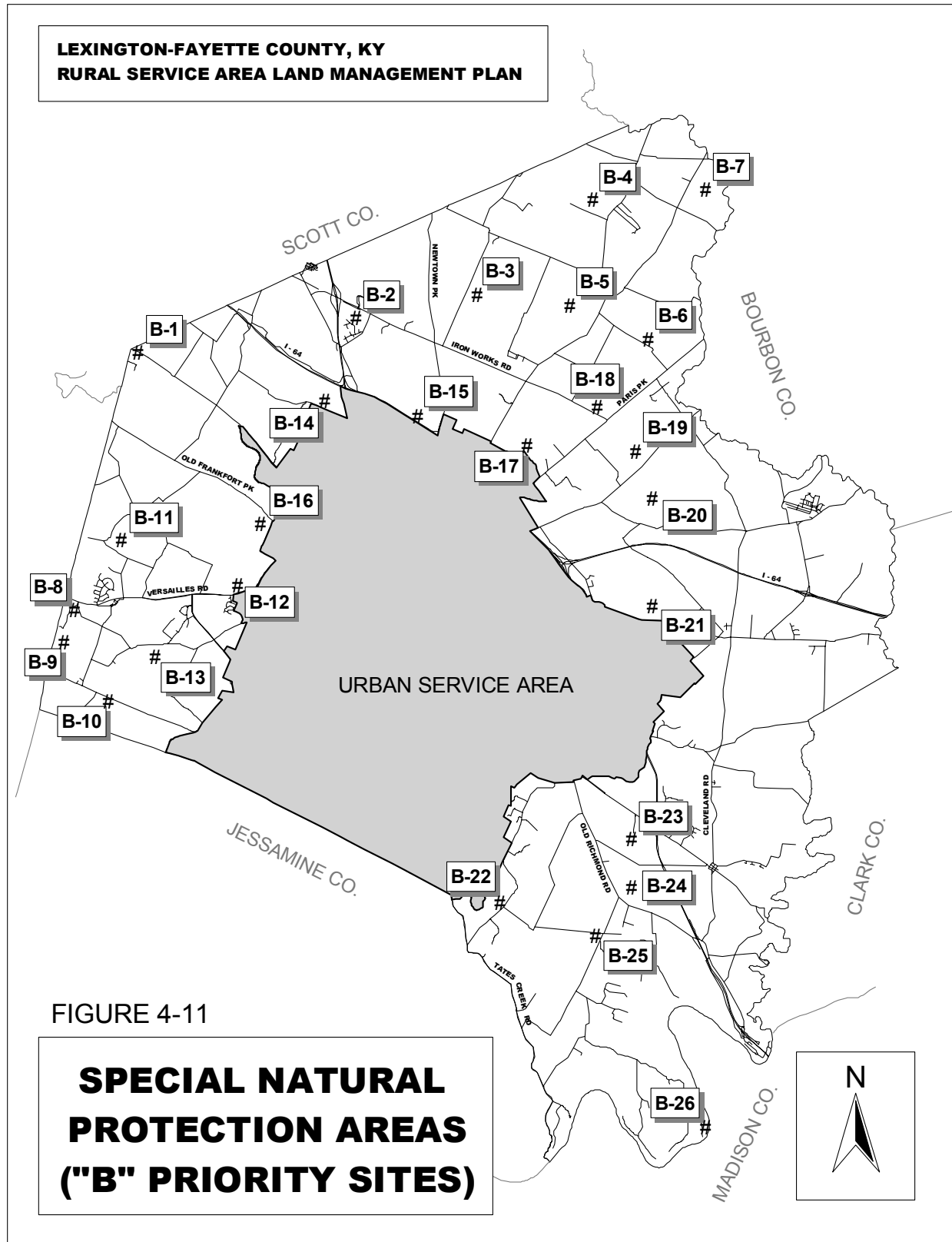
The sites with the **highest priority** for preservation are as follows:

- Area 1** A portion of the Horse Park contains a concentration a of blue ash, and oak savanna-woodland trees on this 1000-acre site. In fact, this is the most outstanding concentration of this type in Fayette County. The LFUCG should work with this state park to ensure the preservation of this resource.
- Area 2** Masterson Station Park contains a 10- to 20-acre area that is used by rare birds.
- Area 3** Mare Haven Farm contains approximately 2 to 3 acres of canebrake and 20 to 30 acres of other native plants. This is the largest known canebrake in the county.
- Area 4** Todds Road near the Fayette/Clark County line contains a 200-acre swamp forest. This area contains green ash and swamp white oaks.
- Area 5** Canebrake Farm contains several patches of cane totaling 5 to 10 acres.
- Area 6** Raven Run Nature Sanctuary contains several rare species of plants.
- Area 7** Boone Creek contains the only known post oak in the county, as well as other rare plants.
- Area 8** Sulphur Well Road at the Fayette/Clark County line is the location of an area of approximately 40 acres containing an undisturbed natural pond.
- Area 9** Elk Lick Creek is the location of an area that is already preserved through a conservation easement donated to the LFUCG by Mary Wharton. Much of the area is undisturbed by farming and contains numerous native wildflowers.
- Area 10** Spears Palisades includes about 2 miles of frontage along the Kentucky River Palisades. Several rare species of plants are found at this site.
- Area 11** Dry Branch Road has a beech-tulip forest of 10 to 20 acres as well as several rare species of plants.

The “B” sites are those with a slightly **lower priority** for preservation.

- Area B-1** Leestown Road at the Fayette/Scott County line (of 30 acres)
- Area B-2** Ironworks Road south of the Horse Park (two areas totaling 50 acres)
- Area B-3** Mt Horeb Road near Ironworks Road (150 acres)
- Area B-4** Goose Creek near Russell Cave Road (200 acres)
- Area B-5** North Elkhorn Creek near Russell Cave Road (150 acres)
- Area B-6** Hughes Lane (70 acres)
- Area B-7** Greenwich Road opposite Jimtown Lane (600 acres)
- Area B-8** South Elkhorn Creek near Frogtown (120 acres)
- Area B-9** Shannon Run (100 acres)
- Area B-10** Little Texas (50 acres)
- Area B-11** Elkchester Road (40 acres)
- Area B-12** Calumet Farm (400 acres)
- Area B-13** Cave Creek (300 acres)
- Area B-14** Spurr Road on the Blackburn Correctional Facility (20 acres)
- Area B-15** Cane Run on Coldstream Farm (200 acres) (Most of this area is located inside the USA on the Coldstream Farm. A small area is located north of the interstate.)
- Area B-16** Viley Road at Old Frankfort Pike (30 to 40 acres)
- Area B-17** North of Swigert Avenue (120 acres)

*(list continues on page IV-39)*



|                         |   |
|-------------------------|---|
| <b><u>Area B-18</u></b> | North Elkhorn Creek/Elmendorf Farm (450 acres)                  |
| <b><u>Area B-19</u></b> | North Elkhorn Creek/Gainesway Farm (350 acres)                  |
| <b><u>Area B-20</u></b> | Bryan Station Road north of Briar Hill Road (300 acres)         |
| <b><u>Area B-21</u></b> | Winchester Road east of I-75 (60 acres)                         |
| <b><u>Area B-22</u></b> | East Hickman Creek west of DeLong Road (250 acres)              |
| <b><u>Area B-23</u></b> | Athens-Walnut Hill Road near I-75 (350 acres)                   |
| <b><u>Area B-24</u></b> | Old Richmond Road near I-75 a.k.a. Boggs Fork Woods (150 acres) |
| <b><u>Area B-25</u></b> | Shelby Lane (100 acres)   |
| <b><u>Area B-26</u></b> | Jacks Creek area including river slopes (600 acres)             |

***Recommendations:***

- 1. The Special Natural Protection Areas should be a priority for a PDR program.***
- 2. A conservation easement program should be established for the Special Natural Protection Areas to ensure these areas are preserved and protected in ways that are consistent with the individual sites.***
- 3. The potential for some of these sites to be a part of educational programs and eco-tourism should be recognized. Where appropriate, programs should be created to make the community aware of these resources and how the areas can be utilized to enhance the quality of life of both urban and rural residents.***
- 4. Where appropriate, biking and hiking trails should be planned to link these areas with parks, greenways and other sites in both the urban and rural area.***
- 5. Special Natural Protection Areas should be a priority for acquisition by the Urban County Government.***

## **E. RURAL GREENWAYS**

The development of the Rural Land Management Plan has included discussions on creating more opportunities for urban residents to have access to the rural areas. That access is currently limited to driving the rural roads or hiking at Raven Run Nature Sanctuary. The implementation of a rural greenway system can be accomplished by planning and implementing connections between parks and rural settlements and other locations and could connect with subdivision or other developments in the urban area. This system should have trailheads or staging areas that provide supportive features such as parking, restrooms, concessions, and rental of bikes, canoes and horses. The trailheads will then link to other areas by way of existing roads, abandoned rail lines and streams, creeks and rivers. Any development of a rural greenway system should place the integrity of the rural area as the highest priority to avoid conflicts with agricultural operations.



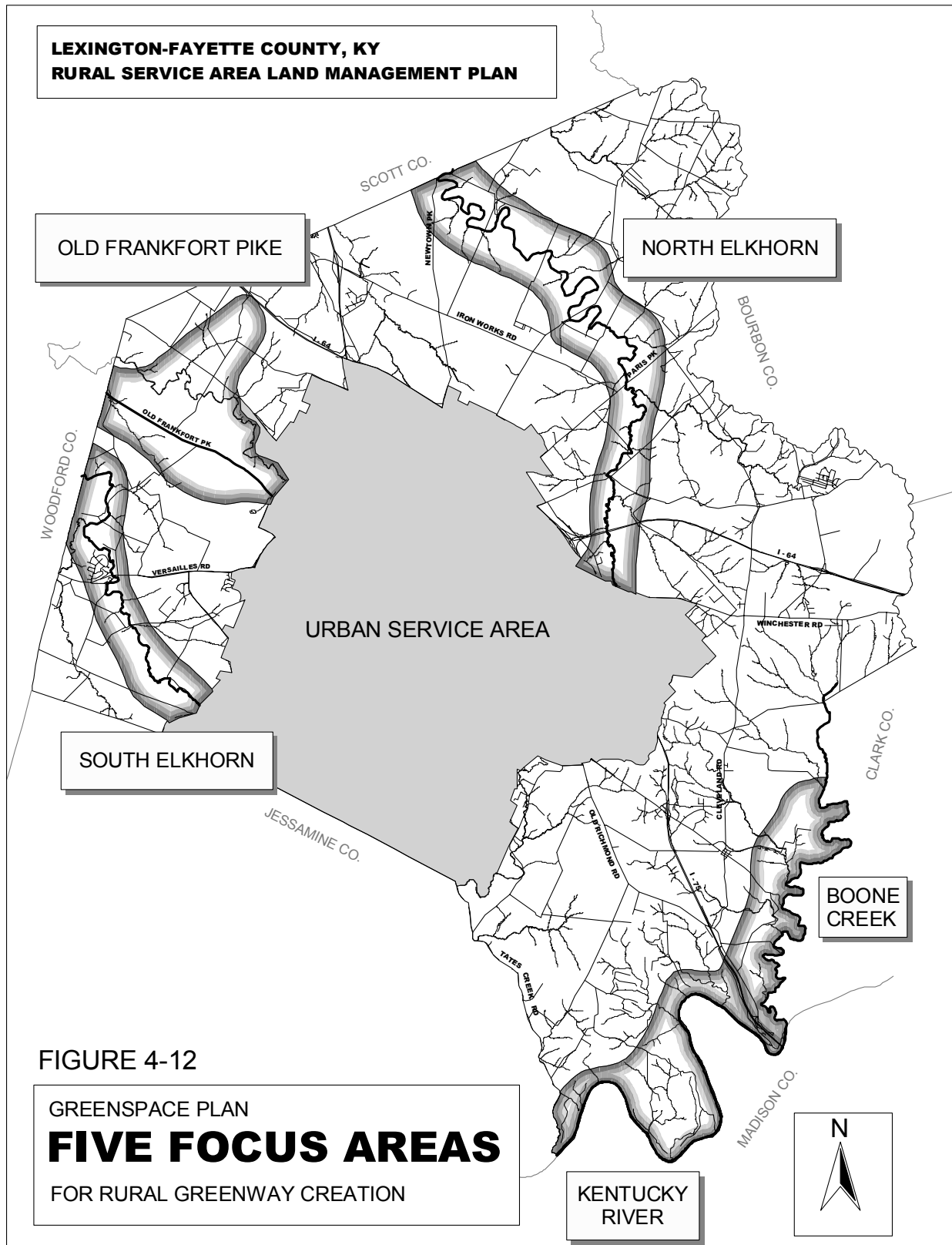
*Raven Run Nature Sanctuary.*

In 1992 the Greenway Plan was prepared. This was a technical study of both the urban and rural areas that examined methods of protecting, in their natural state, the critical floodplains of rivers, streams, and drainageways and protecting environmentally sensitive areas such as sinkholes. The recommendations of the Greenway Plan were incorporated into the 1996 Comprehensive



*Hiker on Elk Lick Creek.*

Plan. In 1994 the Greenspace Plan, an element of the Comprehensive Plan, was adopted. It called for a system of urban and rural greenways. It is the rural greenways that present the greatest opportunity for preserving plant and animal species and protecting existing streams. There are large scenic areas that could potentially be a state or a local park. These include the land surrounding Raven Run and along the Kentucky River, the Boone Creek area and the North Elkhorn Creek area. At least 1000 acres and as much as 2000 acres would be desirable.





*Rural roadways provide opportunities for bicycling.*

The rural greenways are relatively undisturbed floodplains passing through private farms and along roads. In many places, the only change is that most of the original tree cover has been removed to create pasture or limited cropland. Most of the original drainage patterns and streams remain intact with trees and vegetated banks to prevent erosion. The rural area is a series of hillside pastures with meandering tree-lined streams which are very scenic and have valuable flood storage potential.

The Greenspace Plan identified five focus areas that are considered to be the best examples of the rural Bluegrass, with the greatest concentration of valuable resources representing the various Bluegrass landscape types. Small area plans are needed to develop strategies for long-term protection and to consider opportunities for increased public recreation, including acquisition of new public park properties in some locations. The five focus areas are:

**North Elkhorn Drainageway** (*North Elkhorn Creek, Goose Creek, David Fork*)

The North Elkhorn branch of Elkhorn Creek and its tributaries are the drainageways for this historic area of the county. Each 100-year floodplain should be protected along with significant tree stands and environmentally sensitive or geologic hazard areas. A bike or hiking trail along this greenway and country roads could connect to Lexington along Paris Pike and to Georgetown along State Route 460. This greenway could be implemented through conservation/scenic easements.

**Boone Creek Drainageway** (*Boone Creek, Jones Creek, Baughman Run, Boggs Fork*)

Boone Creek an especially scenic stream. Toward the Kentucky River there are wooded hillsides with exposed bedrock. Several property owners have expressed interest in preserving their land. Hiking trails would need to be carefully created so as not to disturb the beauty of the area. Conservation/scenic easements could be used to implement this greenway.

**South Elkhorn Drainageway** (*South Elkhorn Creek, Cave Creek*)

The greenway extends to the Woodford County line and includes floodplain, steep slopes, sinkholes and tree stands along South Elkhorn Creek. A hiking trail would be appropriate for this area. The greenway could be implemented through conservation/scenic easements.

### **Kentucky River Palisades**

This drainageway includes Marble Creek, Raven Run, Elk Lick Creek and other tributaries of the Kentucky River. This area contains steep slopes, and forested hillsides with spectacular view of the river. Raven Run Park should be expanded to I-75 on the north and to the Fayette County line on the south to include the major tributaries of the Kentucky River. A combination of conservation/scenic easements and public acquisition is recommended for this area.

### **Old Frankfort Pike Area**

This area has been cited as an outstanding cultural resource. It contains historic buildings, both new and traditional farmsteads, rock fences and numerous horse farms. Old Frankfort Pike has been designated a state Scenic Byway. Scenic/conservation easements and public acquisitions would be appropriate in this area.

In addition to the five focus areas, the Greenway Plan cited three additional areas in the rural area that should be considered a priority for creation of rural greenways. These are:

### **Town Branch Drainageway** (*Town Branch Creek, Steeples Run*)

This drainageway contains steep slopes, some tree stands and a railroad line which gives it potential as a bikeway or hiking trail to connect Fayette County with Scott, Woodford and Franklin counties. This greenway could be implemented through conservation/scenic easements.

### **Cane Run Creek**

This greenway should start at I-75 and protect the 100-year floodplain that extends to the county line. The Horse Park and Spindletop are two of the large landowners in the area. A bikeway could be located along Cane Run Creek. This greenway could be implemented through conservation/scenic easements.

### **East Hickman Drainageway** (*East Hickman Creek, Shelby Branch*)

Preservation of the floodplain and the steep slopes of these creeks is important if the beauty of the land and the quality of the water is to be maintained. The steep slopes make a bike trail unrealistic, but hiking trails can be created which link the area to Jessamine County. A large park might be created at Coletown where Shelby Branch intersects with East Hickman Creek. The greenway could be implemented through conservation/scenic easements.

### ***Recommendations:***

- 1. The Five Focus Areas should be a priority for a PDR program. Preserving agricultural lands and developing a rural greenway system should be used to strengthen both the farming community and the public's understanding and appreciation of the Bluegrass. By increasing the awareness of our unique landscape, agriculture can remain viable, tourism can increase, and everyone can enjoy the beauty of our area.***
- 2. Roads, waterways and abandoned rail lines, all of which lead to other areas, should be used to create a countywide and eventually a regional network of greenspace and greenways. A greenway system should be used to link our urban areas and rural areas as well as our neighboring counties.***



## **F. EXISTING NON-AGRICULTURAL ZONING IN THE RSA**

The RSA contains various pockets of non-agricultural zoning left over from the “Pre-Urban Service Area” era. The majority of this land is residentially zoned and associated with the rural settlements, which are discussed elsewhere in this report. Also, there are areas not zoned agricultural which are associated with Rural Activity Centers as defined in the Comprehensive Plan. However, there are certain locations where business zoning was established for businesses which no longer exist, or for which no business use was ever developed. Many of these sites have the potential for being developed in a manner incompatible with a program of rural preservation. It is recommended that most of the sites be zoned to A-R or another appropriate category unless the site is currently supporting a business which serves the rural area.

The following sites were identified through review of the zoning maps, and a windshield survey taken to ascertain the existence of commercial uses. The following is a list of these non-residential sites, their current zoning, and commentary as to existing uses and structures with recommendations for future rezoning consideration. A map depicting the sites appears as Figure 4-14.



*An abandoned store along Old Richmond Rd. near the Kentucky River.*

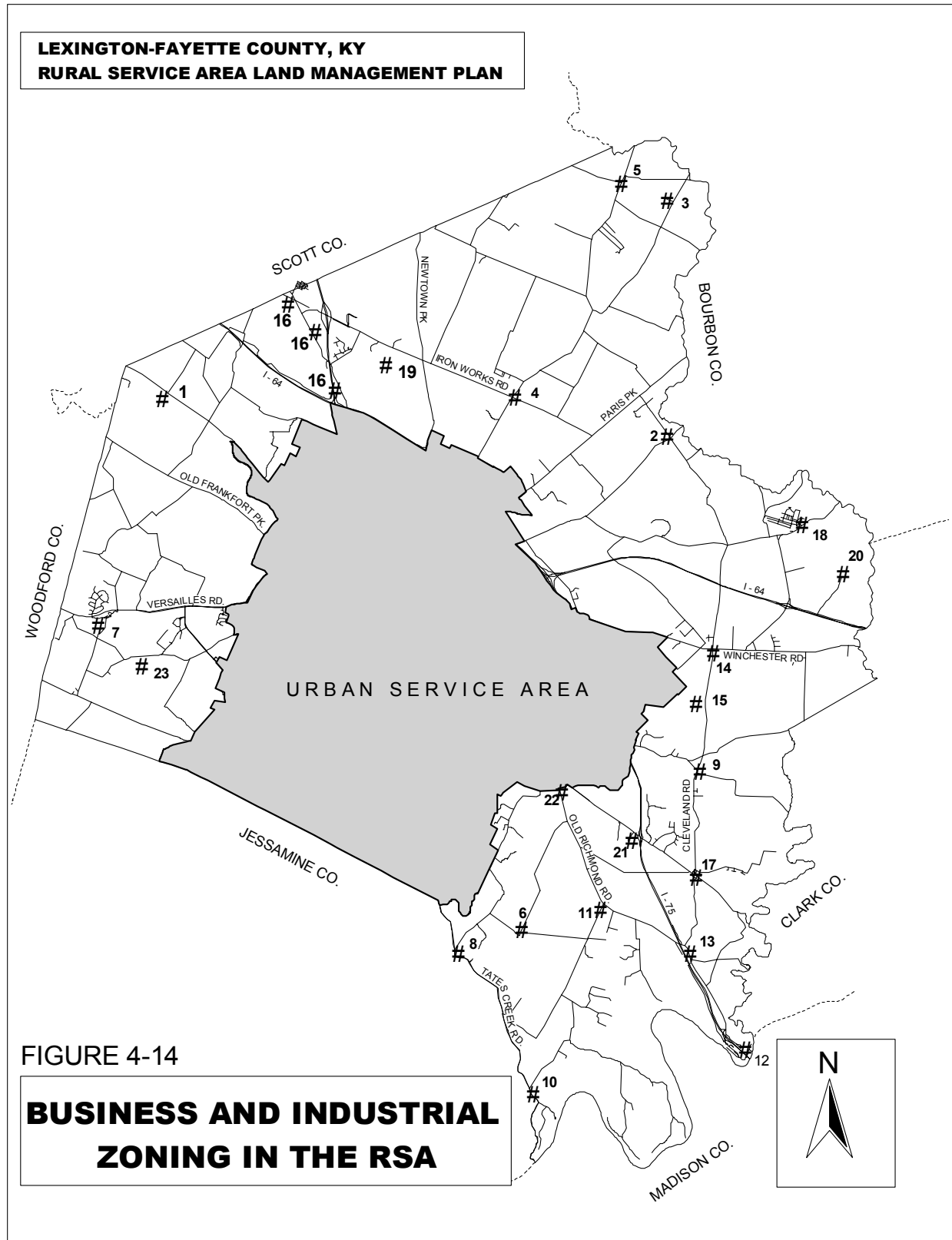


*Country stores provide convenient shopping and a place to socialize for residents of the rural area.*

**FIGURE 4-13: RSA SITES IN OTHER THAN AGRICULTURAL OR RESIDENTIAL ZONING**

| MAP | LOCATION                                 | ZONE | COMMENTS AND RECOMMENDATIONS  |
|-----|--|------|---|
| 1   | LEESTOWN ROAD @<br>YARNALLTOWN ROAD      | B-1  | Vacant/damaged commercial buildings are located on two parcels. Most or all of the area should be considered for rezoning to agriculture. Approx. 10.3 acres  |
| 2   | BRYAN STATION @ MUIR<br>STATION ROAD     | B-1  | An existing rural grocery is located on one corner. The remaining area should be considered for rezoning to A-R. Approx. 10.3 acres.  |
| 3   | GREENWICH ROAD @<br>JIMTOWN ROAD         | B-1  | No business uses or structures are present. The site should be considered for R-1D or A-R zoning. Approx. 3.2 acres.  |
| 4   | RUSSELL CAVE ROAD<br>@ IRON WORKS ROAD   | B-1  | An existing rural grocery/tack shop is located on one corner. The remaining areas should be considered for A-R zoning. Approx. 1.1 acres  |
| 5   | RUSSELL CAVE ROAD @<br>CARRICK ROAD      | B-1  | An existing rural grocery is on Russell Cave opposite Carrick. The remaining areas should be considered for A-R zoning. Approx. 3.4 acres.  |
| 6   | WALNUT HILL ROAD @<br>SHELBY LANE        | B-1  | No business uses or structures are present. The site should be considered for A-R zoning. Approx. 0.75 acre.  |
| 7   | OFF VERSAILLES ROAD<br>@ FT SPRINGS ROAD | B-1  | There are only three businesses remaining in this area. However, many parcels are zoned B-1. Old Versailles Road has been relocated; Much of the B-1 area should be rezoned to R-1D. Approx. 6 acres.                 |
| 8   | TATES CREEK ROAD @<br>WALNUT HILL ROAD   | B-1  | There is an existing rural grocery on one parcel. The remaining parcels should be considered for A-R zoning. Approx. 2.3 acres.   |
| 9   | CLEVELAND ROAD NEAR<br>SULPHUR WELL ROAD | B-1  | There are no business structures present. The area should be considered for A-R zoning. Approx. 1.7 acres.  |
| 10  | TATES CREEK ROAD @<br>SPEARS ROAD        | B-1  | There is a business use and structure on only one parcel. The other non-business areas should be considered for A-R zoning. Approx. 3.5 acres.  |
| 11  | RICHMOND ROAD @<br>JACKS CREEK ROAD      | B-1  | There is an existing rural grocery on one corner. A non-residential structure, apparently used for storage, is on one other tract. All areas other than grocery should be considered for A-R zoning. Approx. 9 acres. |
| 12  | RICHMOND ROAD @<br>CLAYS FERRY           | B-3  | A restaurant/bar is located on portion of site. Parking for previous excursion boat business is on portion of site. Site is unsuitable for residential or agriculture. Approx. 7.5 acres.                             |

| MAP | LOCATION                                      | ZONE | COMMENTS AND RECOMMENDATIONS  |
|-----|---|------|---|
| 13  | RICHMOND ROAD NEAR I-75 OVERPASS              | B-1  | One business structure is present. Site should be considered for A-R zoning. Approx. 9.8 acres.   |
| 14  | WINCHESTER ROAD @ N.CLEVELAND ROAD            | B-1  | The existing rural grocery use is consistent with current zoning.   |
| 15  | N.CLEVELAND ROAD @ C&O RAILROAD               | I-1  | Formerly the site of a fertilizer plant, there are no commercial structures or uses present. The adjacent railroad tracks are abandoned. The site should be considered for A-R zoning. Approx. 8 acres. |
| 16  | GEORGETOWN ROAD (VARIOUS LOCATIONS)           | B-3  | Portions of these sites are used for commercial uses. Further study of the corridor should be considered to determine the appropriate rezoning. Approx. 72 acres.                                       |
| 17  | ATHENS-BOONESBORO ROAD (IN ATHENS)            | B-1  | Some sites are used for commercial. Further evaluation should be given to the other sites for R-1D zoning. Approx. 5 acres.   |
| 18  | BRIAR HILL ROAD NEAR AVON                     | B-1  | No business structures or uses present; should be considered for A-R zoning. Approx. 3.5 acres.   |
| 19  | IRONWORKS NEAR NEWTOWN PIKE                   | P-1  | A large area behind Spindletop Research Center was zoned in 1960 but never developed. Approximately 1000 acres lies outside the RAC. A zone change to A-R should be considered.                         |
| 20  | HALEY ROAD NEAR I-64                          | EX-1 | The current EX-1 zone for the Construction and Demolition Debris landfill is appropriate for the site.  |
| 21  | ATHENS-BOONESBORO ROAD WEST OF I-75           | B-5P | A portion of the undeveloped but zoned area was removed from the RAC. The site should be rezoned to A-R.  |
| 22  | OLD RICHMOND ROAD NEAR ATHENS-BOONESBORO ROAD | B-3  | A small portion of this 6.5 acre site lies outside the USA adjoining Expansion Area 2C. The entire site should be rezoned to A-R or A-R and the planned EA zone.  |
| 23  | PARKERS MILL AT LITTLE GEORGETOWN             | B-1  | No business or business structures are present. A portion of the B-1 area is owned by the Airport Corp.   |



## **G. SEWERABILITY AND DEVELOPMENT CONSIDERATIONS**

It is inevitable that at some point in the future, the community will once again address issues related to the allocation of land for urban growth. It is also likely that at some point, the Urban Service Areas will again be expanded. Although urban growth and agricultural activities both need land as a basic prerequisite, it is a primary goal of our community's planning program to both allow for properly controlled and designed urban growth and for rural preservation. Realistic, effective planning for the Rural Service Area must seek solutions that address this potential conflict while preserving a critical mass of rural land.

One of the original aims of the rural planning effort and land capability analysis was to resolve the question of what areas of the community are most suitable for the expansion of the Urban Service Areas at some time in the future if the community determines that additional land for growth is needed. The Siemon plan proposed such an area in the Avon vicinity, based upon a number of factors. There was, however, a great deal of concern regarding this proposal. The further study of sewerability indicated that perhaps this area was not as readily sewered as was initially supposed. Staff studies suggested that a significant portion of the land would be unsuitable for development due to its present use as a sanitary landfill and that the treatment plant that is currently at Bluegrass Station (Avon) is obsolete and inappropriately located to serve the area.

Further, there were concerns regarding the impact of moving growth to areas not contiguous to the existing Urban Service Area, particularly when there has been insufficient development in the Expansion Areas. Taking all of these factors into consideration, no geographical area of the community emerged as a clear choice for possible expansion in the future. Additional study of timing, candidate lands, infrastructure cost-benefit analysis and other factors are needed on this issue. Therefore, the identification of a specific potential growth area is not recommended at this time.

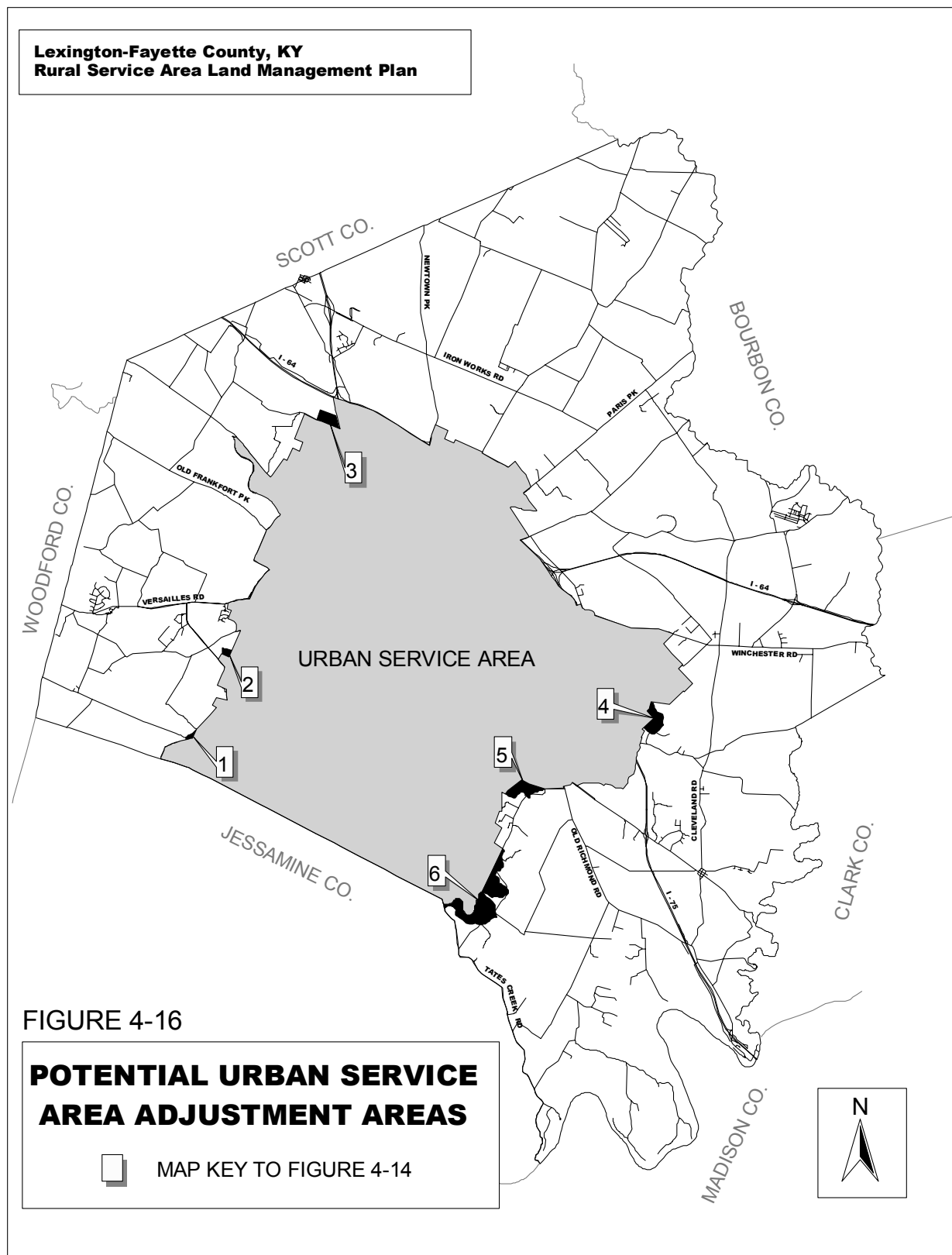
However, a very limited amount of land immediately adjoining the Urban Service Area has been identified through the Land Capability and Sewerability analyses to be more readily sewerable than other areas of the Rural Service Area (Sewerability Categories 1, 2 and 3). The total land area in this category is 884 acres.

It is **not** the purpose of this report to recommend these areas for inclusion into the Urban Service Area. Some of these areas have been considered in the past, and rejected for one reason or another. However, the category is being created in order to establish areas of low priority for rural preservation. The discussion of the merits of whether any of these areas should be included in the Urban Service Area should not be a part of the rural plan effort, but rather, should be in conjunction with updates of the 1996 Comprehensive Plan for the Urban Service Area, and only upon request of the property owner. The designation of these sites as potential adjustment areas is in recognition of their unique situation as to sewerability, and shall not be construed as any endorsement of inclusion of these areas into the Urban Service Area. If these areas are determined to not be included in the Urban Service Area, consideration should then be given to including them in a Purchase of Development Rights program. These areas are described in the following table and shown on the map labeled Figure 4-16.

**FIGURE 4-15: SEWERABILITY CATEGORY 1, 2 & 3 AREAS**

| Area | Size (Acres) | Comments  |
|------|--------------|---|
| 1    | 13.84        | This is a portion of the Perkins Property. The entire property was considered in the 1996 Plan but rejected since the owner would not agree to have only this portion included in the Urban Service Area.   |
| 2    | 22.27        | This is a large sinkhole drainage area. It was not recommended for inclusion in the Urban Service Area in the 1996 Plan. Further study may be needed.   |
| 3    | 79.87        | This property was recommended by the staff for inclusion in the Urban Service Area in the 1996 Plan but was not approved by the Planning Commission (perhaps due to a misunderstanding)   |
| 4    | 123.6        | Most of this area is a 10-acre rural subdivision. Only a small portion has access to Walnut Hill-Chilesburg Road. This area can be sewerred with the construction of the sewers in the Expansion Area. Due to its access and orientation, it was not included in the Expansion Area.  |
| 5    | 135.7        | Most of this land is owned by the Water Company. Both the 1988 and the 1996 Plans recommended the property be acquired for public recreation. This area was not discussed in the 1996 Comp Plan Urban Service Area expansion deliberations. Development would have a traffic impact on DeLong Road.   |
| 6    | 301.88       | This area includes some land considered in the 1996 Plan and not recommended for inclusion in Expansion Area 1. The boundary was to be East Hickman Creek. The entire 301 acres could not be sewerred. The actual size of the area that could be sewerred would be no more than about 100 acres and would be based on the capacity of the proposed sewer line and its location. Further study will be required. |

The 1996 Comprehensive Plan process demonstrated the problems associated with the community addressing an expansion of the Urban Service Area under the pressure of intense concern over the availability of developable land. It would be unwise for the community to brush aside the decision of where, how, and when to allow the expansion to some unspecified future time. Therefore, it is recommended that the following actions be taken as the major steps to resolve these critical issues and to establish appropriate criteria for the properties that are designated.



**Recommendations:**

1. *The LFUCG should undertake a comprehensive economic analysis of growth, including analysis of long term capital improvement needs inside the existing Urban Service Area, required infrastructure, cost of development, and whether the LFUCG taxing structure (i.e., high reliance on occupational license fees) is the most appropriate structure to serve the community's needs into the future. The fiscal ramifications of growth are essential issues related to potential growth areas. The 1996 Comprehensive Plan and Expansion Area planning processes looked at these issues and created an exaction program for the Expansion Area designed to mitigate the costs of infrastructure. However, there appears to be a need for an expanded assessment of the fiscal mechanisms used by the community as they relate to growth.*
2. *The LFUCG should aggressively promote properly located and designed infill and redevelopment projects to reduce the need for utilizing agricultural land to accommodate growth. The LFUCG should become more proactive in removing barriers to such development by upgrading infrastructure, revising regulations, providing development incentives, devising financial assistance programs, and similar proactive measures. The community has long recognized that infill and redevelopment projects are important both to the maximum utilization of existing land within the Urban Service Area and to the continued vitality of older areas of the community. Such projects are often difficult to achieve due to factors such as lack of adequate infrastructure (i.e. storm sewers, sanitary sewers, streets, utilities) objections by neighbors, high land and/or site preparation cost, title problems; uncertainty on the developer's (or lender's) part as to whether the project will be marketable. Therefore, the primary deterrent to quality infill/redevelopment projects is economic in nature.*
3. *More emphasis should be placed on developing a regional perspective to land use planning in the Bluegrass. It is becoming more apparent that developers are opting to develop new residential projects in adjoining counties. Although there is much coordination, discussion and sharing of fiscal and planning information among Fayette and adjoining counties, more coordination at a policy level will be needed to ensure the preservation of the character of the Bluegrass as a region. Joint policy decision making may be appropriate, particularly setting growth parameters and the following two measures.*
4. *A "threshold" level of development activity and land availability within the Urban Service Area should be established. When reached, the LFUCG should assess all relevant information and make a determination as to future growth areas. The threshold should be established at a level that would not result in decision making during a period of impending urgent need for available developable land. An ongoing review of infrastructure requirements for potential future growth areas, including a 201-type sewer analysis, should accompany the monitoring process of the status of growth and development so that appropriate infrastructure planning will be in progress prior to any urgent need for additional developable land, provided that this review is in addition to and does not diminish efforts to correct infrastructure problems within the current Urban Service Area.*



5. *A “threshold” level of development activity and land availability within the Urban Service Area should be established. When reached, the LFUCG should assess all relevant information and make a determination as to future growth areas. The threshold should be established at a level that would not result in decision making during a period of impending urgent need for available developable land.*
6. *For those properties that are designated in Sewerability Categories 1,2 & 3, development restrictions shall be as applied in the underlying rural plan category.*
7. *Lands in Sewerability Categories 1,2 &3 shall be a low priority for preservation under a PDR program, unless action to prohibit inclusion of this land in the Urban Service Area has been taken.*
8. *If land is ever added to the Urban Service Area, buffering measures shall be required to minimize any impact on adjoining agricultural activities in the Rural Service Area.*
9. *Consideration should be given in drafting PDR legislation of the termination clause in the event of new expansion of the Urban Service Area occurring and such expansion including land on which the development rights have previously been sold. An approved termination process should involve the PDR entity and should ensure the purchase of other development rights of greater priority from other property meeting the goals of the PDR program to assure not net loss of the PDR land. Addition of such an option for the owner of PDR land is fundamentally important to the overall plan and future planning efforts.*